

Hewitt on the Strike

Cuttings from Chicago Herald.

March 9th 1888

Wm. H. H.



HEWITT ON THE STRIKE.

Denouncing the Autocratic Exercise of Power by the Labor Leaders.

NEW YORK, March 8.—In his speech before the Williams Alumni at the Brunswick to-night Mayor Hewitt said: "What is all the tyranny of the past compared with the claim which is deliberately made in this country now that it shall be in the power of one man—call him Powderly or call him Arthur or call him what you will—to paralyze the entire industry of the United States? Was there ever in the history of man a despot who laid claim to any such power as that? Where at any time in the history of the race has it happened that a conclave of ten or twelve delegates should be sitting in a room, as they are to-night, to determine whether the bread and the fuel and the necessities of life should be withheld from those who are ready to work and are working for the support of themselves and their families? [Cheers.] Who is to stand up in this crisis and preach the truth? If the men who have been trained in college in the mathematics, in the humanities are cowards, and because they want votes are afraid to get up and preach the truth, then God save the Republic, for man cannot do it. [Loud applause.] Hence I want the graduates of the colleges of the country to understand that they have a high mission—a greater one than Peter the Hermit thought he had when he led the hosts of the Crusaders to rescue the holy sepulcher. Ah, that is a sacred spot, but there is something more sacred than that. It is the right of men to govern themselves, to be their own masters and not to be the slaves of irresponsible power sitting in secret and usurping the function of government."

tered into Judge Horton's court-room about 11 o'clock, and although he had shaved off his mustache Artge positively identified him. The case was transferred to Judge Shepard and put over until afternoon, and Haley started to go. He got as far as the front steps, when Officers Rodney and McDermott grabbed him. They took him before Justice Lyon, and the case was there continued in bonds of \$2,000 each on two charges of robbery and larceny, and he went to jail in default.

The Central Station holds another of the drug store robbers, "Red Chris," who was captured by Officer Plunkett, and was yesterday identified by the clerks. Haley is said to have shot and killed a man in Cramer's Archer avenue saloon some years ago. In the trial for the safe-blowing job, in which Ryan was wounded, a jury was secured in Judge Shepard's court, and the evidence will be heard to-day. All four defendants are in jail.

IGNATIUS DONNELLY IN TOWN.

**To Lecture on His Famous Cryptogram at
Central Music Hall Monday Night.**

The rotund form of Ignatius Donnelly stepped briskly into the private office of Messrs. R. S. Peale & Co., on Dearborn street, at 4 o'clock yesterday afternoon. The smooth, beardless face, with the thoughtful blue eyes, does not look like that of an iconoclast. "Yes, I am going to lecture next Monday at Central Music Hall, my subject being the 'Bacon-Shakespeare Controversy.' The lecture will be delivered under the auspices and for the benefit of the Delta Epsilon Society, comprising nearly all the students of the Northwestern University, who have taken a lively interest in the matter and have arranged for it. I have not had time to prepare for this lecture, and shall have to deliver it entirely without notes. However, I'll try to make it interesting. I shall give instances of some of the ciphers occurring in the alleged Shakespearean plays, taking the first and second part of 'Henry IV.' and the

JERUSALEM AND THE CRUCIFIXION.
"THERE WAS DARKNESS OVER ALL THE
LAND."

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J. C. DUFF **THE**
OPERA COMPANY. | QUEEN'S MATE.

A very large meeting of locomotive engineers and firemen was held yesterday at the Grand Opera House. Both Chief Arthur of the Brotherhood of Engineers and Chief Sargent of the Firemen were present, and the former presided. It was declared that the strike on the Chicago, Burlington and Quincy Railroad was not off at all as the railroad company had declared that it was. It was still on, and pushed with as great vigor as was possible. The railroad company was now making a desperate fight against the brotherhood, and to break it up effectually it had temporarily abandoned its efforts to reduce the wages of the men, and was actually paying the non-union engineers and other hands higher wages than it had paid to the brotherhood men. Most of its engineers were inexperienced, and could not get work on any other railroads, and the company had to keep high-priced pilots.

However, one consolation to the brotherhood men was that, since the strike, the earnings of the road had greatly decreased. The receipts during April, 1887, had been \$2,197,899, and for April, 1888, they had fallen off to \$1,703,844. The operating expenses had increased \$260,395. A resolution was passed pledging every brother to contribute \$5 monthly for the support of the victims of the strike.

W. J. James
June 25/88

BUSINESS WAS BUSINESS. ~~BOX~~

A "Q" Striker Expelled from the Brotherhood for Shipping Over that Road.

LINCOLN, Neb., Oct. 4.—An amusing incident has just been brought to light in connection with the "Q" strike. Dan Cummings was one of the brotherhood leaders when the strike began. As it did not succeed he went into the grocery business, where he found he could ship to the best advantage over the "Q" and did so. For this he was expelled from the order, and he is now back on the road on a regular run.

Anti-Slavery
Oct 5/88

pern. In spite of the ignorant distrust of Wall street which is felt by a portion of the community, it is safe to say that the history of the whole broad earth can not show one solitary instance where so large and intricate financial responsibilities and trusts have been administered with more systematic honesty than the business entrusted to Wall street bankers and brokers.

"Knowing this to be a fact it is natural and fair to assume that where such distrust exists it arises from ignorance of the rules and conditions under which reputable investment bankers and commission brokers do their business. There is no mystery about it, save in the imagination of those who don't know. There is no deceit in it, for every step is open and above board, even to the charge which may be made for buying, for selling, or for carrying."

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THE INVESTORS' AGENCY,

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CHICAGO.

Chicago Record
1882
June 22

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Des Moines Iowa State Register.

FRIDAY, AUGUST 29, 1879.

ENCOURAGING STRIKES.

A strike has occurred among the laborers in the freight-houses of the Lake Shore & Michigan Southern railroad in this city, owing to the refusal of the company to pay any attention to a demand for an increase of wages from \$1.05 to \$1.25 per day. The strikers claim, and with great force, that in view of the recent heavy advance in freight rates they ought not to be compelled to work at starvation wages, declaring that they cannot support themselves and families on \$1.05 per day. Heretofore the excuse of the railroad companies for keeping down wages to the present low figures has been that their earnings had been reduced to an almost ruinous point in consequence of low freight rates. That excuse is no longer valid. Their charges for transporting freight to the seaboard have been enormously increased, and should a general strike occur through a refusal to share with their underpaid laborers a small portion of the plunder extorted from the farmers of the West, the railroad companies could blame only their own grasping greed, and the strikers would have the sympathy of the entire country.

The above from the *Chicago Tribune* of Aug. 26th does no credit to the editor of that paper. He ought to know, and he probably does know, that the only question with the Lake Shore or any other railroad company, as regards wages, is, "What can efficient men be hired for?" So long as good men will hire for a dollar a day—men who are able to do the work required of them, no sane railroad manager or newspaper editor will give more. This is fundamental and it was the lesson of the strike of two years ago.

The *Chicago Tribune* is one of the most profitable newspapers in the world—far more profitable than any railroad. It has made several men rich, and is an exceedingly valuable property. Does the editor practice what the above extract preaches, or does he, as a business man, buy his labor and materials in the market and pay market rates?

We care nothing about the Lake Shore road, whether it pays a dollar or a dollar and a quarter a day, but we do most earnestly protest against such talk as this, as calculated only to mislead the ignorant. It can have no possible influence upon the conditions of the labor market; but will injure the laborer if he is foolish enough to act upon it. These things are a matter of mutual interest and concern between employer and employe, and the interest of one in steady employment and good feeling is as great as that of the other. Workingmen are on the up grade, with everything else—slowly, it is true, but surely. There is getting to be, too, that better understanding between the employer and the employe which is so necessary, and so necessary to the enduring benefit of both. The *Tribune* theory would strike this down, and bring back the old causeless and injurious distrust, and the inevitable resulting bitterness that used to prevail, but which is now gradually passing away.

WASHEBOAT COAL.....	\$1.75
ken.....	1.85
.....	1.95
ne.....	2.10
stnut.....	1.95
These prices show a decline of from 20 to 35	
ts per ton. The harbor prices will be reduced	
ollows:	
up, steamboat and broken.....	\$3.00
.....	3.25
ne.....	3.35
stnut.....	3.20
nsylvania.....	2.00

Des Moines Market.

Grain markets were firmer yesterday and demand stronger but without any material advance in previous quotations.

FLOUR—Higher; Winter, XXXX, \$2.50; New process, \$2.50@2.60; XXXX family, \$2.15@2.20; XX family, \$1.75@1.80; Rye Flour, \$1.75@2.00; White Corn Meal, 75c; Unbolted Corn Meal, 65c; per 100 pounds, wholesale.

WHEAT—Firm; No. 2 Spring, 71@72c, low shipping grades, 65@70c; winter, 73@75c. The market is firm in all markets and nothing but heavily increased receipts can prevent an advance in values if our exports continue in the same proportions of the last five or six weeks.

BARLEY—Stronger demand at 23@24c. Eastern markets were firmer yesterday and prices higher.

WHEATS—Steady; 17@18½c. Receipts are falling off since prices dropped below 20c per bushel.

RYE—Quiet; 33@35c for shipment.

CANADA SEED—Unchanged; 90c@\$1.00 at Old.

SEED—Firmer; bran, per ton, \$8.00@9.00; shorts, per ton, \$10.00@12.00; chop, per ton, 100@13.00.

BUTTER—Active demand for good to choice at 12½c from city retailers; low grades, 20c from shippers.

EGGS—Stronger wholesale request; 8@10c.

POTATOES—Wholesale at 25@50c.

POTATOES—Unchanged; 25@35c, from dealer.

VEGETABLE POTATOES—Steady; 75c@\$1.00, wholesale.

ONIONS—Fair request; 30@40c from merchants.

POTATOES—Firm; retailing at \$1.75@1.80 per barrel.

HIDES AND TALLOW—Steady; green hides, 25½c; green cured, light, 7½@7¾c; do heavy, 7@7¾c; flint, 11c; damaged hides, two-thirds price; branded hides, 10 per cent off low, 4@4½c.

WHEAT—Fair demand; prairie, \$3.50@4.00; timothy, \$4.00@4.50.

WHEAT—Green, \$3.00@3.75; dry, \$3.50@4.50.

CATTLE—Easy; shipping steers, \$3.25@3.50; butchers' stock, \$2.40@3.00; calves, \$4.00@5.00.

SHEEP—Inactive; Sheep, \$3.25@3.50; Lambs, \$3.50@4.25.

WOOL—Quiet; unwashed, 17@19c; tub-washed, 18@20c. Gray, Dewey, Gould & Co. say of the wool market:

The wool market has continued active during the past week, and closed strong, and the prices, which were almost entirely made to manufacturers, foot up a large aggregate. Holders have been very firm, and this firmness has tended to check transactions for the past few days.

HOGS—Lower; local packers paid \$3.10 for lots of light hogs and \$2.95 for small lots. Shipping values for heavy hogs, weaker at \$2.60@2.75.

CHICAGO GENERAL MARKET.

CHICAGO, August 28.—**FLOUR**—Quiet and finally unchanged.

WHEAT—Quiet, active, with a better feeling; higher; No. 2, 86½@87½, according to date receipt, cash; 86½@87½, closed 86½ August; 86½@87½, closed 86½ bid September; 86½@87½, closed 87½ bid October; new No. 3, 81½@82½, rejected, 67; No. 1 and 2 red winter, 95@96½, closed 96 cash; 96 bid August; 94½ October.

BARLEY—More active and firmer; No. 2 and mixed, 32@32½, closed 32½@32½ cash; 32½@32½ August; 32½@32½, closed 32½ bid September.

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THE NEW MEN.

On Sunday last a number of representative citizens of Aurora accompanied the mayor and other city officials, on the invitation of Superintendent Rhodes, to the C., B. & Q. shops, to interview the new men employed, and by conversation, judge of their general character and ability. The object of the visit was to see if the general charges of incompetency, ignorance and viciousness that have been made against the new men, by outsiders, and, inferentially, by those who signed the petition to the Railway Commissioners, were true. Some of the visitors were of the number who had inadvertently signed the petition, and after talking to the new men and hearing their statements, all, without exception, expressed themselves as greatly impressed with the intelligence, fine appearance and ability of the men.

After viewing the comfortable quarters so hastily provided, Superintendent Rhodes addressed both the men and the visitors, reading the advertisements and contracts of the company, showing that the officials have taken the greatest precautions to secure competent engineers; explaining the tests which they had to undergo before hiring and bringing out the fact that after the first week the company ceased to advertise for firemen but secured all needed from the ranks of applicant engineers, who, while otherwise competent, had not been accustomed to the Westinghouse brake of 1886, and other peculiarities used on the Burlington system. In many cases, therefore, Burlington engines are now manned by two engineers, one acting as fireman. He demonstrated, to the satisfaction of all present, by documents and citations, that the engines are manned by trustworthy men.

On the part of the new employes in response, two of the men made very sensible and good feeling remarks, presenting their case in such a light as to win the esteem of their auditors. The management had promptly removed the few undesirable and dissipated, and those present were anxious above all to maintain the high standing of the force.

Mayor Meredith, in a few well chosen remarks, assured the men that they should be protected in their right to labor, and that the peace and good character of the city should be sustained and lawlessness punished.

Mr. F. O. White also briefly and feelingly addressed the men, stating that although he had a respect for many of the old employes, the men before him had the same inalienable right to come to this city to earn their living by the sweat of their brows as he had many years ago, when he came here a poor boy. He assured them that they would find the people of Aurora hospitable and kindly. He was willing to go on record in defense of the right of every workman to labor without hindrance or molestation, and he knew that this community would not countenance any interference with them in the enjoyment of these rights.

The running record of the men has certainly been such as to sustain the company in its claim of competency. Considering that all were strangers to the road they have certainly done exceedingly well.—*Editorial, Aurora, Ill., Beacon, April 4, 1888.*



THE CRISIS AT HAND.

Day before yesterday the proper officer of the Chicago, Burlington and Quincy Company notified all who had voluntarily left its service—that is, the strikers—to appear by noon yesterday and get the money due them for their services, thus terminating their connection with the company. So long as the men were borne on the pay-rolls and not formally notified that their services were no longer required they might be regarded technically as in the employ of the company and could not be effectually warned off from the company's property as trespassers. This notice was distributed all along the lines, and the company is now in a position to take effective measures for the protection of its property and the resumption of the service which, as a common carrier, it owes to the public.

This prompt and proper move indicates a purpose on the part of the officers of the company to bring matters to a crisis without unnecessary delay. For this reason, or some other, Chief Arthur gave it to be understood yesterday morning that he was willing to arbitrate. He should have thought of that before. Who are the parties to arbitrate? There is the company on the one side and a number of dismissed employees on the other. The company has closed its relations with those employees. There is no more reason why they should become parties to an arbitration than there would be if the men had never been in the employ of the company at all. If they want employment on the company's lines they can apply for it, just as anyone else can—not as a brotherhood, but as individuals.

There is nothing to arbitrate. The men have quit the service of the company because it would not accede to their demands. That they had a perfect right to do. The company proposes to manage its own property and business without dictation from any brotherhood or any but rightfully constituted authorities. That it has a perfect right to do. There is nothing here to arbitrate. Moreover, the company has the right to supply the places of the men who have quit its service if it can, and it has a right to the protection of the government in its effort to do this, and so to discharge its duty to the public.

The sensible thing, therefore, for the self discharged men is to apply for reinstatement before their places are filled and they are compelled to leave home and friends to find employment elsewhere. Mr. Stone has said he is ready at any time to take up the question of wages with the men, and to pay as well as other companies do. The men would do well to take him at his word and not attempt to control property that doesn't belong to them. The public is in no mood to be trifled with in this matter, and will justify the employment of every agency necessary to set the wheels in motion and raise the wanton and lawless embargo upon commerce.—*Editorial—Chicago Times, March 1st, 1888.*

ENGINEER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.



THINK THE "Q" STRIKE STILL ON.

Locomotive Engineers Want Organized Labor to Boycott the Road.

NEW YORK, June 24.—[Special.]—About 2,000 members of the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen assembled in the Grand Opera-House this afternoon to listen to Grand Chief Arthur of the engineers and Grand Chief Sergeant of the firemen in regard to the Chicago, Burlington & Quincy strike. The Chiefs made speeches in which they said that the strike was not off and that it would not be called off until such time as the company saw fit to make terms with the organization. In consequence of the strike 2,700 men are still out and they had to be supported, and the men in the New York district were appealed to to help their unemployed brothers. According to the laws of the brotherhood no assessment can be levied for a longer time than three months. That time has passed by, and so voluntary contributions are now in order. The members pledged themselves to pay \$5 each per month as long as the strike lasted. A circular was prepared which says that the strike is not off, and asking organized labor to do all in its power to divert trade from the Chicago, Burlington & Quincy Railroad. The circular says that the earnings of the road have fallen off one-third for three months the strike lasted, while operating expenses were increased \$250,000 in the same time. The organization was reported to be in good shape, despite the failure of the strike. It was said that there was still a chance to bring the Chicago, Burlington & Quincy Road to terms, as it was losing trade and stockholders wanted their dividends. The meeting was very enthusiastic.

requesting all his friends to respect his Paris letter, and another received yesterday morning stating that he had the right to ask his friends to respect his wishes and refrain from voting for him. The reading was received with cheers, and the sixth ballot began. The changes were not radical ones. In spite of the dispatches California cast her vote for Blaine. The 41 Illinois men remained true to Gresham, 29 of the 30 Indiana men to Harrison, the Iowa men to Allison, and the Michigan men to Alger. New York gave her 72 votes solid to Harrison, the residuary legatee of Mr. Depew. Sherman lost a single man in Ohio. Pennsylvania stuck to Sherman. Vermont gave her 8 votes to Harrison, as she had on every ballot. The remainder of the ballot was essentially the same as on the fifth. The result showed that Gresham had 91, a gain of 4; Sherman 244, a gain of 20; Allison 73, a loss of 26; Alger 137, a loss of 5; Harrison 231, a gain of 18; while Blaine, McKinley, Foraker, and Fred Grant had the scattering votes.

On the seventh ballot California broke and gave 15 votes to Harrison and 1 to Alger. One more delegate in Illinois proved untrue and gave his vote to Alger. Rhode Island for the first time broke, giving 2 of her 8 Allison votes to Harrison. At the close Gresham still had his 91 votes. Sherman fell off 13, Allison gained 3, Alger lost 7, and Harrison gained 47. There were 35 votes scat-

McKinley Lincoln.

News

June 24, 1888

The Chicago

IT IS A QUEER STRIKE.

The Burlington Men Who Quit Work
Some Months Ago Are Still
Fighting the Road.

They Think that All They Have to Do Is to
Remain Idle and the Company Will
Sorely Capitulate.

As a Result of the Great Squabble All the
Railroad Organizations Will Form
a Coalition.

The engineers, firemen, switchmen, and brakemen who struck on Feb. 23 on the Chicago, Burlington and Quincy railroad are still out, and think they are still fighting the railroad by being idle. Their headquarters were crowded out of the Grand Pacific hotel by the convention and have been moved to the National hotel next door. There they are holding the fort, and B. E. Hoge, of the engineers, and J. H. Murphy, of the firemen, expect to be in Chicago all summer.

"The men are just as firm as ever," Mr. Murphy said, yesterday, "and intend to stay out until the 'Q.' gives in. There was a few of them taking positions on other roads, but no more than were doing so before the strike began. The Santa Fe, for instance, was building more new lines than the 'Q.' and required new men and some of the 'Q.' men kept going over there. But the number of those who go in that way is no larger now than it used to be. Since the strike started not to exceed two hundred men have left the ranks in that way and they would have left the 'Q.' anyway. There are probably 2,500 men out now, including engineers, firemen, switchmen, and the brakemen who struck on the Hannibal and St. Joseph lines. They are supported by the brotherhoods and can't be broken. The road has lots of money and can afford to lose some. We understood that when we went into the fight. We also understood that they could get men to fill our places. But what kind of men are they? Not one-half of them who were employed at first remain there. They can't keep them. The company knows that it is hiring the discharged men of their own and other roads. Last month this company was able to pay only one-third of the interest on the bonded indebtedness. They are running the road, of course, but at a tremendous expense and are not doing half the business they need to. When we left the engines on Feb. 23 they were in good condition and ready to be taken out the next day. But now they are all run down and in need of repairs. At that time anybody could start them and shut them off. But now it is different. The new men don't know how to handle them. The company has to keep an extraordinary force of machinists on to look after the engines. If you call it fighting to be standing by and seeing the road die slowly but surely, then we are fighting. We are still confident of ultimate success."

From another source it was learned that all labor organizations have been requested by the strikers to avoid using the "Q." road and advise their friends not to use it. For instance, about fifty men went from or through Chicago to Kansas City to the convention of the Typographical union. They avoided the "Q." All the annual conventions of labor organizations will do the same thing. How far this boycott will be effective remains to be seen. As a rule labor organizations do not transact much freight business with the railroads.

One of the direct results which the strike is having upon labor organizations is that it has stimulated and will probably bring to a realization the plan of consolidating the different bodies in which the railroad workers are now banded together. Its efforts will go beyond and produce a feeling of solidarity between the railroad workers and those employed in other lines and organized in different bodies. In the first place the Locomotive Firemen's brotherhood will hold its annual convention early in September at New Orleans. The firemen have long been associated with the engineers and have seen the benefits of a close alliance of the different branches of the railroad service. They are the most ardent advocates of an alliance and are mainly responsible for the favorable reception which such a proposition is finding among the engineers. For the Brotherhood of Locomotive Firemen exercises great influence over that of the engineers. Most engineers graduate from firemen. At the time they graduate they are members in good standing of the firemen's organization and entitled to its benefits. If they leave it and join the engineers' organization it will be a year or two before they are entitled to any benefits. Hence, many remain in the firemen's organization, preferring the lower rate of benefits to the risk of being without any claim to benefits for a year or two. As a consequence, if the engineers' organization wants to do anything requiring the co-operation of all the engineers it is dependent upon those who belong to the firemen's brotherhood, and, to a certain extent, in the power of this organization. By virtue of this close association the firemen have exercised considerable influence over the engineers, and if they take up the matter of a coalition between the railroad workers the engineers will follow suit. There is little doubt now that the firemen will at their convention adopt some plan for such a coalition to be approved by the conventions of the other organizations or else appoint a conference committee. That the switchmen are anxious to form such an alliance has long been known. Their demands upon the railroads have failed in most cases because the engineers declined to be mixed up with their affairs and remained at work. This was especially the case in the great southwest strike. The switchmen were induced to go out on the Burlington line more by promises of an alliance with the engineers and firemen than by any other consideration. The brakemen are at heart to a great extent in sympathy with the plan. Their strike on the Hannibal and St. Joe line having taken place more from sympathy with the other strikers than for any other reason.

The Order of Railroad Conductors is hostile to the engineers, and will not join in the alliance. But it is not of so much account as the rest, being entirely a benevolent organization, and, moreover, most of the conductors belong to the brakemen's organization.

The proposed alliance is planned even on a grander scale than the one outlined so far. An understanding has been reached between the railroad organizations and the Knights of Labor, and the misunderstanding that created a feeling of hostility in the past have all been satisfactorily explained and adjusted. Mr. Fowdery and Mr. Arthur have made up and are friends. The importance of this alliance lies in the fact that the telegraphers, section-hands, as well as all the unskilled laborers on railroads, so far as they have any organization at all, belong to the Knights of Labor. If any defensive and offensive alliance is formed these associations will probably be taken in. In addition, in case of trouble, the fact of Knights of Labor being comprised in the alliance and the good feeling existing between the railroad workers and the Knights of Labor in general would win the railroad workers the sympathy and support of the Knights of Labor all over the country and might result in such trouble being made official with the Knights of Labor. It is true that this organization is no longer what it used to be. It has decreased in numbers with a short time ago, though within a month an upward tendency has set in again. But the order retains a good deal of its old strength among the unskilled workmen who have no trade under which they can organize.

AGENTS WANTED.

WANTED—AGENTS—RELIABLE MEN OR WOMEN in every country town as permanent local agents to sell our teas, looking-glasses, spices, etc., for sample to families. With persons of influence who furnish us with satisfactory testimonials of character better results will be made to conduct the agency without capital if desired. Particulars free.
PEOPLE'S TEA CO., St. Louis, Mo.

WANTED—GOOD AGENTS TO SELL BOOKS. Our intelligent agents at once sell the most interesting and able illustrations of CLEVELAND and HUMAN and HARRISON and MORTON. Price of books, \$2 each.
Send 25 cents for prospectus and commence work at once.
JOHN W. RUFF & CO.,
1318 E. Van Buren st., Chicago, Ill.

WANTED—LADY AGENTS FOR THE MOST REMARKABLE ladies specialty in the world; entirely new fabric underwear, actually sold at eight cents everywhere, some agents make as high as \$20 in a single day. Monthly \$2,000 testimonials already received; sent this H. positive proof free, write or call.
MRS. E. F. LITTLE,
31 Lakeside Building, Chicago, Ill.

WANTED—LIVE MEN AND WOMEN CLEAR \$500 per week with our goods easier than \$400 per month in other lines; we require good men with our moral terms and practical plan, \$25 besides from \$1000 from anywhere and learn the art of money-making. MENKILL MFG. CO., 105 Franklin st., Chicago.

WANTED—AGENTS IN EVERY COUNTY AND STATE to handle "King Old Hammer," best in the world. I want with each gun a roomy warm gun room; smoke, smell, or dirt, send for special catalogues by mail \$1; this is business.
KING OLD HAMMER CO., 57 W. Van Buren st.

\$100 TO \$500 A MONTH CAN BE MADE working for us, agents performed who own their own houses and give their whole time to the business; spare resources may be profitably employed; a few who work in towns and cities. R. J. HUNTER & CO., 300 W. 4th st., St. Louis, Mo.

WANTED—AN AGENT TO REPRESENT ME here in Chicago and the western states to sell a stock of my books and sell on subscription. Only responsible parties need apply to
O. L. SCHWENCKE, 23 Becher st., New York.

WANTED—A MAN ACTIVE AND WILLING living outside Chicago to represent respectable firm in state; salary about \$100, references exchanged. DAY'S MANUFACTURING HOUSE, Lock Box 188, New York.

WANTED—AN ACTIVE, MIDDLE-AGED LADY residing outside Chicago to represent in her state respectable N. Y. house; references given and desired. J. B. BEYCRIFT, 849 E. 34th st., New York.

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ceat home-like; modern conveniences; splendid food; boarders wanted.

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We arrange badly draped dresses to look stylish.
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done and old roofs repaired by
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BORN st., Chicago office free. 103 Dearborn.

was becoming a thing of the past. By the end of the first week of April the Brotherhood of Locomotive Engineers were again pondering over the uncertainty of strikes, and the inevitable had happened. The Burlington struggle had virtually ended, with the same result as the Reading. Mr. POWNALL advised against the latter; Mr. ARTHUR had no heart and no encouragement for the former. The strikers may hold out for a while yet, and Mr. ARTHUR may still direct the contest, but it must all end in failure.

It has been estimated that this great strike has caused a loss to the engineers' and firemen's brotherhoods of \$601,500 for the forty-five days the strike has lasted; while to the Burlington company the loss has been \$2,100,000. Of course there are many indirect losses scattered throughout the whole of the Burlington system which it is difficult to compute.

The latest movement of the strikers was to endeavor to induce the brakemen to join in the warfare on the Burlington system, with the hope that the conductors would also give the strikers their aid. The engineers and firemen have for some time been negotiating for the support of the Knights of Labor, and it has been intimated that this would be accorded them. C. E. H.

WAS THERE NOTHING TO ARBITRATE?

With grief that I think must be shared by a good many other holders of Chicago, Burlington, & Quincy stock, I saw that stock go down from 129 to 112 under the effort of the private war waged between the railroad and its engineers and switchmen. I am told by the press that the loss was through the fault of these employés of the road, and that its officers illustrated a benevolent principle in standing firm against them and refusing their demands. The principle was that the road had the right to manage its private affairs in its own way.

But here, I think, is an error. A railroad has, strictly speaking, no private affairs. It is a corporation which in return for certain franchises has assumed certain obligations, and before all corporate rights it has these public duties. It ought to consider these always, and from the beginning; but it is said that when early in the war the opposite faction offered to submit its claims to arbitration, the officers of the C., B., & Q. replied that there was nothing to arbitrate. If this was true, it was a great pity, and I believe a great mistake. There is no question here of the road's treatment of its employés, but if these thought themselves underpaid, and the road thought them paid enough, it was the very moment for arbitration.

That truly Christian device for averting public war has now been successfully tried, and it seems to me it would have been well to use it in the danger of the private war which has embarrassed travel and commerce on the Chicago, Burlington, & Quincy, and spread loss far and wide. It is in quality of timid capitalist that I write; and I wish to say that I have no particular affection for the Brotherhood of Engineers; it has before now shown itself short-sighted and selfish, and in its betrayal by the Knights of Labor it is said to be paying the penalty of a treason of its own. But however this may be, it is unquestionably a power, lawfully organized for defence and offence, and it was the part of policy for the opposing force to recognize its strength. It was also a duty to do this in view of its obligations to the public, which neither of the belligerents in the case has considered. The road was bound to come to any tolerable accommodation with its employés, so that the public might not suffer. The quarrel, as far as it concerned the engineers, was between them and the road; but as concerned the road, it did not end there: the community was an immediate sufferer from its impolicy—the community, which had a sovereign claim upon its service.

When the strike began, I suppose that nearly every humane person said to himself, "Well, between men who want to make a better living and a corporation that wants to make more money I can have no choice." I said something like this myself, not remembering my C., B., & Q. stock in my magnanimity. But of course when the strike came, as strikes must, to involve violence, the general sentiment changed, and many lectures have been read to the engineers on their misbehavior, but to the road none. That is my reason for attempting to read it a little one now, to remind it that it is the creature of public favor, with duties to the public which it had no right to fail in through any mistaken sense of its corporate dignity or interest. I dare say that the engineers' strike against it will end, as all strikes have hitherto ended, in disaster to the strikers. But I am sure that strikes will not always end so. It is only a question of time, and of a very little time, till the union of labor shall be so perfect that nothing can defeat it. We may say this will be a very good time or a very bad time; all the same, it is coming. Then the question will come with it: Shall the railroads fulfil their public obligations by agreement with their employés, or shall the government take possession of them and operate them? It is folly to talk of the withdrawal of capital, and the consequent ruin of the country. The country belongs to the people, and they are not going to let it be ruined. Their possession of the railroads would involve much trouble and anxiety, but the Railroad Receiver, who is an agent of theirs, is not unknown, and his management of roads is good; so that the public may take heart of hope if the worst ever comes to the worst.

But let us understand that it is not engineers or switchmen or brakemen who can bring it to the worst; it is only directors and managers and presidents who refuse to arbitrate, and who forget their public duties so far as to talk of a railroad's affairs as private affairs.

W. D. HOWELLS.

THE GREAT RAILROAD STRIKE.

AFTER a six weeks' struggle, one of the most important railroad strikes inaugurated since 1876 in this country has practically ended. The engineers and firemen of the Chicago, Burlington, and Quincy system (which reaches out through eight States, from Chicago to the Rocky Mountains, over 5500 miles of track, and touches 1500 cities, towns, and villages) left their engines, at the command of Chief ARTHUR of the Brotherhood of Locomotive Engineers, and refused to return to work unless certain demands were acceded to, among the most reasonable of which was an increase of pay. The railroad officials were willing to pay larger salaries on the main line than on the branches, but this did not satisfy the strikers, and some 15,000 men put on their coats on the 25th of February, and for six weeks did everything in their power to cripple the corporations for which they had previously worked. Chief ARTHUR and his staff of Brotherhood officers and counsellors took up their headquarters in Chicago, and from that base the battle was fought, and lost to them. Engineers and firemen from Eastern roads, and notably from the Reading, where a strike had just ended, in which the employés considered themselves not well supported by the Brotherhood, began to pour into Chicago, seeking employment, which was freely given, and which of course had the effect to weaken the moral force of the Brotherhood itself. Finding that the road was so well prepared to resist the demands of the strikers, the latter resorted to various measures to force them to terms, and through the sympathetic action of their associates on other lines succeeded in instituting a freight boycott, by reason of a threat to go out in a body if the several lines connecting with the Burlington system accepted or forwarded any freight offered by the latter road at any connecting point, no matter whether it was through or local business. Not one of the roads connecting with the Burlington was left out.

Naturally the business public began to interest itself in the conflict at this point, with the result that the aid of the United States courts was invoked to stop this interference with the transit of goods. The courts at Chicago and Omaha decided against the strikers, and this, with the sudden termination of the Santa Fe strike, inaugurated March 15th, and the refusal of the Chicago, Milwaukee, and St. Paul engineers and firemen to go out, had a depressing and weakening effect. As a last resort, however, the engineers enlisted the switchmen, and began to practise the tactics of malicious interference, which had hitherto been kept in the background. As soon as new switchmen took the places of the retiring Burlington employés, the latter, in organized bodies, set upon and maltreated the former to that extent that special forces of detectives were required to preserve the peace and to protect the property of the railroad. Assaults were made in the Chicago freight yards, and a number of switchmen severely injured.

The switchmen's strike then swept over the Western railroad regions, following out the course of the original strike of the engineers and firemen, and first and last taking in the Santa Fe system, the Chicago, Milwaukee, and St. Paul, and other connecting lines; but it passed along like a wave, and the old order of things was restored as soon as reason could be heard. By the 3d of April the strikers, finding their tactics gradually losing force and their stratagem weakening, determined to take one more step that should bring their opponent to terms. They announced that the boycott against the moving of Burlington cars by other roads was removed, that other lines could do as they pleased, and their employés be under no obligations to aid the strikers, save with sympathy and spare cash, and the strike would be confined to the Burlington road. This radical action was taken because the strikers said the Burlington company had undertaken, in bad faith, to create trouble between other companies and their employés, having no motive in view except the injury of connecting lines or their people. The Burlington officials were growing able, however, to conduct their business without the assistance of the strikers. New men had taken the control of affairs, new engineers and firemen were running the trains as skillfully as did the old employés, and the strike slowly but surely



UNITED STATES NAVY.—DRAWN BY J. O. DAVIDSON.—[SEE PAGE 283.]

11. Cruiser *Philadelphia*. 12. Cruiser *Baltimore*. 13. *Miantonomoh*. 14. Ship's T

Herald Daily 26th 1888

Gazette July 26th 1888



ST. JOSEPH, MO., AUGUST 3, 1888.



C. E. PERKINS, ESQ.

PRESIDENT BOSTON

MEETING OF D. L. E. AT ST. JOSEPH

DEAR SIR:

I HAVE YOURS OF THE 31ST ULT. AND SEND YOU CLIPPINGS FROM THE PAPERS GIVING ALL THE ACCOUNT OF PROCEEDINGS OF STRIKERS' MEETING HELD HERE. OF COURSE, THEY GIVE ONLY WHAT THE STRIKERS ARE WILLING TO ALLOW TO BE MADE PUBLIC. BY NOT BOYCOTTING THE ROCK ISLAND, I SUPPOSE THEY MEAN THAT THEY PROPOSE TO LET THE ROCK ISLAND HANDLE OUR CARS BECAUSE THEY THINK IT WILL COST THE ROCK ISLAND A GOOD DEAL OF MONEY & LOSS OF REVENUE IF THEY DO NOT.

I FULLY AGREE WITH YOU THAT THE SENSIBLE MEN IN THE BROTHERHOOD WILL TRY NOT TO ATTEMPT A BOYCOTT, BUT I HAVE NOT ANY GREAT DISPOSITION TO BELIEVE THAT THE SENSIBLE MEN CAN HOLD THEIR OWN AGAINST THE RADICALS.

Eastern
I DO NOT BELIEVE THE SENSIBLE MEN WANT TO GO INTO IT, BUT ~~THEY WILL~~ *they will* WESTERN MEN TRY IT IF THEY WANT TO. I SINCERELY HOPE THEY WILL NOT DO SO, BUT AM PREPARED FOR ANYTHING THEY MAY CHOOSE TO GO INTO.

YOURS TRULY,

W. F. DeWitt

ENCLOS: 2

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R F Ziegbaum
'87

The Nation.

report your views, you must then and there choose another, and you cannot choose without comparison.

POWDERLY'S DESPAIR.

Mr. POWDERLY has issued a very despondent address to the members of his order of Knights of Labor, the sum and substance of which is that the policy of promoting strikes among laborers which they have pursued during the past two or three years, has been a terrible mistake, and has produced nothing but misery; and that they must now, if they want to be happy and prosperous, go back to the original purposes of the organization, and use its funds in educational lectures and discussions. In fact, "a vigorous policy of educational work" is what he now wants, and is what, he maintains, he has always wanted. He says "from the 5th of September, 1879, he has written and talked against and opposed strikes." It would, we think, be very easy to dispose of these statements by means of the deadly parallel, but we are not interested in exposing Mr. Powderly's inconsistency. Whatever he may have said at other times, he is now talking like a sensible man, and yet his manifesto is a pitiful confession of weakness and incapacity, to come from one who has dreamed two years ago of organizing a Society of manual laborers which should instruct capitalists in the management of capital, lawyers in the practice of the law, and Statesmen in the conduct of the Government. No matter what he may have ever said or written against strikes, he is indirectly responsible for their multiplicity during the last few years, in that he led his followers to suppose that he had created a new instrument of extraordinary power, which would bring all people who did not work with their hands to their knees before manual laborers, and finally give manual laborers the control of the industry of the country, and even of the Government. He created, too, and seriously diffused the impression that manual laborers are a class apart from the rest of the community, with interests different from and opposed to those of people who do not work with their hands, or have saved money, or made it in trade, or commerce, or manufactures. In other words, he has been the apostle of a subtle or disguised sort of anarchy, many times more mischievous and dangerous than the variety preached by John Brown. When he had created this impression, his dupes naturally went to work to try the new machine, to "show their power" to the capitalists and the Government, and "put Labor on top." It has taken five or six years to work out his experiment, and it has been a terribly costly one. It has caused untold suffering among the working classes, has directly wasted hundreds of thousands of dollars of their money, and, indirectly, millions of the capital on which they have to rely for employment. If Mr. Powderly be a man of any moral elevation, the sight of his seven years' work must fill him with poignant remorse. He does something to expiate his offence, however, by publishing the confession of discomfiture which appeared in Thursday's papers.

A good many people will probably now ask us what, since Powderly's plan is a failure, is to be done to prevent this continual strife between labor and capital, and prevent these incessant and ruinous strikes. We recommend those who ask this question in good faith to sit down and read the history of the great strikes of the past seven years before they call on us for an answer. They will find that every one of them was

question. Goschen's conversion of the per cents is one of those strokes of finance to which nobody has been supposed equal for the last twenty-five years but Gladstone. The County Government Bill, too, is very much such a one as the Liberals would have drafted, and there seems to be every sign that it will pass much in its present shape. All this is simply a rennetian

April 5, 1888]

ernor is forced to call an extra session to dispose of the existing surplus and readjust taxation so as to prevent the development of another. Texas, it is well to remember, is a State which was awarded \$4,000,000 out of the United States Treasury by the "Bill to Promote Mendicancy," on the ground that it was too poor to educate its children alone, and must have help from Washington.

It is becoming more evident every day that some kind of a Training School for Republican Editors will have to be founded to meet the growing demand for organs that can be depended upon. There is scarcely a State in the North in which a want of this kind is not felt. Both the spirit and the education of the time appear to be in a "combine" against making editors of the sort needed. The wicked colleges are all teaching that protection, unlimited and unrevisable, is not a sacred thing. The tendency of the youth of the period, under the influence of intellectual leaders, both inside and outside of the colleges, is to drift towards tariff reform, towards liberal ideas in politics, and to take such a cheerful view of even party lines as not to be either charmed or frightened by a party name. As a natural result of this condition of things, Mugwumpism is cropping out in the newspapers everywhere. It is hard to keep that profession from catching something of the general infection. When the air is full of Mugwumpism, even an editor cannot help inhaling some of it. The trouble with seems to be that when a man gets of it into his system, he never fully recovers from it. He is in danger of "kicking the very moment when the party most needs his help. The only remedy which we think of is a training school with so thorough a high-protection, straight-party course of study that it will turn out a select band of editors, warranted to stand by the party to the crack of doom.

Our esteemed contemporary the *Mail Express* has introduced a new feature in journalism, which cannot be too highly commended. The wonder is that nobody thought of it before. It begins the editor's page every day with a text of Scripture as thus:

IN THE BEGINNING GOD CREATED THE HEAVEN AND THE EARTH.

One of our esteemed contemporaries print Premier Mills's name Roger P. The *Tribune* should mind its P's and Q's more carefully.

AND GOD CREATED MAN IN HIS OWN IMAGE IN THE IMAGE OF GOD CREATED HE HIM.

The Boulanger case did not take very long in trial. Ten minutes is a short time in which to present the defence, and the judges do not seem to have taken much longer to reach a decision.

This is a decided improvement on the *Herald's* practice of scattering through its editorial and news columns, in a heterogeneous way, quotations from Byron and other profane poets. A great deal of good may be done to a heedless, hurrying, and sin-ridden world by presenting to newspaper readers suddenly short passages from Holy Writ, which they might not otherwise ever see; and we know,

'Nation'
n. apr. 5/88

State a howling wilderness." Of course, Mr. Butterworth did not mean that if the duty on wool were repealed, the wool-growers would invade Rhode Island with torches and tomahawks and burn the factories and put the inhabitants to the sword. He meant that they would repeal the duty on woollen goods, and he really believes that that would be the same thing as making the State a howling wilderness. Could there be a more naïve expression and true definition of the protectionist creed than this? Wool is only one of some thousands of articles in the tariff the whole of which, according to the tariff gospel, go to make up the aggregate and sum total of the national prosperity. Yet, if by any mischance wool should be put on the free list, these good patriots would turn the whole country into a howling wilderness if they could. The *Providence Journal* thinks, however, that Rhode Island exists by the grace of God and not by the forbearance of Western shepherds. It mentions the fact that "the Republican candidate for Governor was constrained to withdraw from manufacturing by the unsatisfactory condition of the business under the present tariff," and evidently believes that Rhode Island might as well perish by having too little tariff as by having too much.

It was stated in the *Evening Post* last week on good authority that the cost of the late strike on the Reading Railroad was about \$1,500,000. It would be more correct to say that this was the cost of recovering the property from the Knights of Labor. No other outlay since the reorganization of the company has been half so judicious as this. Indeed, it may be said that all the other disbursements would have been valueless without this. If there had been included in the plan of reorganization an item like this:

For regaining control of the road.....\$1,500,000
there would have been a great hubbub in the newspapers, and perhaps in the circles of high finance; but such an item would have been the very groundwork and indispensable condition of the whole scheme, as the event has since proved, for when the employees refused to move a carload of flour that came out of the "scab" warehouse, the Knights of Labor virtually laid claim to the Reading Railroad by "calling out" all the employees in order to support the hands who had boycotted the flour. This was a condition precedent to the reorganization. It was the underlying mortgage, the prior lien, of the whole series, and it had to be paid off. It is fortunate that it was no larger in amount than \$1,500,000.

The spreading of the railroad strike at Chicago, Milwaukee, Kansas City, and Indianapolis is the natural consequence of the timorous behavior of the railway officials. Instead of planting themselves on the law, and declaring that they would obey and ful-

fil the law though the heavens should fall, they said virtually that they would not obey it until compelled to by the sheriff. When the enginemen took the grotesque position that the moving of "Q." cars was a violation of neutrality (when, in fact, the non-moving of them was an express violation of a statute of the United States), the connecting roads gave a tacit assent to this doctrine. One of them, the Rock Island, gave its assent in writing. They thus gave the leaders of the strike encouragement to suppose that they could do anything. They supplied a firebrand to burn down their own houses. They are responsible for all the mischief that has followed the Burlington strike. The only way to end the trouble is to resolve now that they will obey the law and make everybody in their employ obey it. To this complexion they must come at last, and the sooner they come to it, the sooner will they see daylight through the present gloom.

If a man of whom the public knew nothing except that his name was Peck were to write a book and call it 'Peck on Labor,' he would find it pretty hard to get a publisher to take any risk in bringing it out. In fact, he would almost certainly have to pay the cost of manufacture and advertising himself. Well, we have a man named Peck, of whom the public really knows nothing except that he is Peck, and has been selected by Gov. Hill for the office of "Commissioner of Labor Statistics"; and he has produced a book of which the proper title would be 'Peck on Labor,' but he does not pay the cost of printing and publishing it himself. He abuses his office of Commissioner by issuing it in the form of a "report," and making the taxpayers foot the bills. His proper business as Commissioner is to collect statistics, but, forgetful of this, he stuffs his book full of Peck views on labor and capital, and the general condition and needs of human society in general. His figures, it is true, frequently refute his arguments, but this is a difficulty which makes little impression on the Peck mind. He would probably say that the arguments can stand it, if the figures can. It is very mean of Peck to put so much of himself into a public document. He ought to make his mark as a "thinker" and economist in a series of books entitled 'Peck's Works,' before asking us all to bring out his essays at our expense. Of his last book we will only say that it is not any sillier than the one he published last year. It speaks well for him that he still keeps what little sense he ever had.

Attention has been drawn lately to a bill before the Legislature, and favorably reported, to revolutionize the prison system of New York. Whether this bill is in the interest of Labor or of the lunatic asylums, we do not know. It may partake of the nature of both. On the side of Labor it provides that no prisoner shall be compelled to work more than eight hours a day. "The remainder

April 5, 1888]

due in great part to the ignorance and excitability of the workingmen, and the readiness with which they are governed by determined and unscrupulous agitators. In hardly one do we discover a solid business grievance at the bottom of the trouble. In not one do we find the strikers proposing any remedy which would not virtually take property out of the hands of the owners, and destroy the discipline under which large bodies of men engaged in a common enterprise must live in order to accomplish anything useful.

The demands made on the corporation too, by outside critics, in the matter of conciliating Labor and making it contented, seem not much more reasonable than those of the Knights. Even Prof. Hadley—a most competent observer—called on the railroad companies the other night, at the Commonwealth Club, to put at their head, for this purpose, "leaders of men" instead of "leaders of dollars"; as if either leaders of men or leaders of dollars could be had by advertising, as if they were not both among the scarcest products of the globe, as if the railroads did not all do everything in their power to get hold of men of the highest administrative capacity, and as if their failure to do so in some cases were not one of the commonest experiences of all human organizations. Lamentations over the shortcomings of railroad presidents and mining presidents are simply part of the eternal wail of humanity over the badness of generals, the short-sightedness of statesmen, the wrong-headedness of judges, the dishonesty of bank cashiers. One of the chief uses of the Knights of Labor has been to illustrate the history of the order affords of the difficulty of filling responsible places with the right sort of men in the present condition of human nature. Those members of the order who are dissatisfied with their General Master-Workmen, their General Worthy Foremen, and their Outside Officers, now "know how it is themselves" in the matter of discovering good men and getting them to work for the public benefit.

The truth is, that at the bottom of our troubles are simply the ignorance and responsibility and want of business training of the laboring class, and for this there is no remedy but time and patience with education. Even Powderly begins to see this, and confesses it. If any one asks why we have so many railroad strikes, answer by asking why there are so many revolutions in Guatemala. If the men who want to take the Reading or C. & B. Railroad out of the hands of the present management were in a majority among us, we should have a political revolution, or at least attempt at one, after every election. We cannot be patient with them, and bear as well as we can the loss their folly and blindness inflict on the community; but let us have done with quackery.

AN OBJECT LESSON IN TAXATION.

Among current tariff discussions we note a revival of the argument that it is folly to re-

and increasing surplus was imminent and well-founded, how easily he could have averted it by the purchase of outstanding bonds with the surplus money in the Treasury—a power which he possessed clear and doubtless under the act of March 3, 1891. To have thus used the surplus would have been direct and business—just what a prudent business man would have done with his idle money—called in his creditors and applied his debts. . . . If disaster results from the failure of the President to use the money now in the Treasury, as the law authorizes him to use it, in payment of our external debts, and if the majority in the House, which alone can originate a bill to increase the revenue, fails to send to the Senate a bill of that character, the responsibility rests with them. The minority are powerless.

It is scarcely necessary to say to any well-informed person that this is a deliberate misrepresentation. Everybody knows that the national debt cannot be "paid" until it matures, and that the purchase of the bonds depends altogether upon the willingness of the holders to sell. The suggestion that the government ought to do as private individuals would, *i. e.*, call its creditors together and apply its surplus to the liquidation of its debts, would be applicable to the receiver of a bankrupt estate who was unable to pay something less than 100 cents on the dollar. It is not customary for a solvent business man to call his creditors together and simply pay his debts as they fall due by sending his checks to the holders of the paper. But did anybody ever hear of a merchant calling a mass meeting of his creditors and saying to them: "I wish to pay 125 cents on the dollar of my debts; will you be so kind as to appoint a committee to apportion the money ratably among yourselves, so that nobody may get less than 25 per cent. bonus on his claims"?

A report which carries in it such a manifest falsehood as this, is open to suspicion at every point. Consequently, we cannot be surprised to read a paragraph like the following:

"If the majority desire to insure the hand-over of our steel-rail market to our English rivals, the proposed duty of \$11 will accomplish this purpose, unless the workingmen who are employed in producing the raw materials and finished products of our steel works are willing to accept still lower wages than they are now receiving, and the railroad companies which transport the raw materials are willing to greatly reduce their freight rates. Have the majority any assurance that the workingmen and the railroad companies are willing to accept these conditions? Neither were heard before the Committee."

What are the facts here? Simply these, that American steel-rail mills are now making contracts at \$31.50 per ton, without any change in the tariff; that the English price for rails is \$20.50 on the furnace bank, and that if the duty were reduced to \$11 per ton, not a rail could be imported, because the freight charge would still amount to an absolute prohibition. Add \$11 to \$20.50 and we have exactly the price at which steel rails are now turned out by the thousands of tons in western Pennsylvania.

St. Joseph, Mo.

THE RAILROAD PATRIOT.

THE RAILROAD PATRIOT.



A Weekly Newspaper,

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FRIDAY, NOVEMBER 30, 1888.

Vol. I., No. 13.

See clips of December 3
for cuttings.

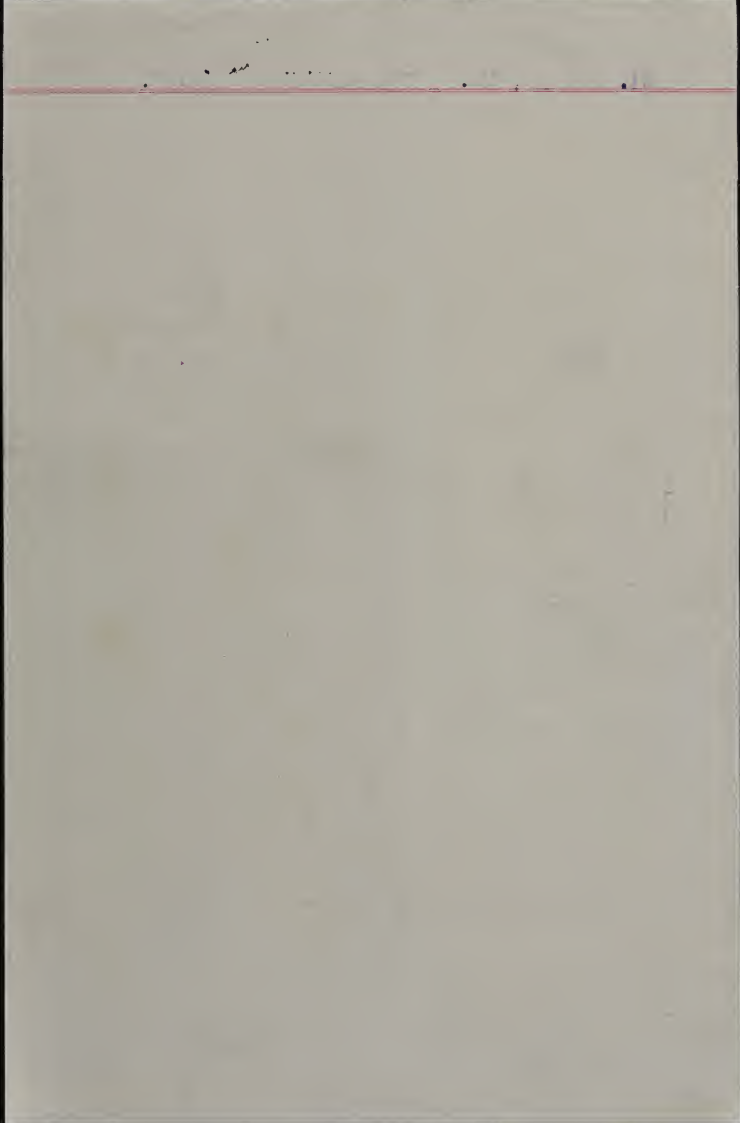
The Ins. Pac. has 6 in adv.

" Union Pac. " 8 " "

See speeches made by L. W.
Rogers at Council Bluffs
during the strike.

Also made speeches in the
park at Aurora and at
other points on line of C&D.

Rogers was formerly a C. B. & D.
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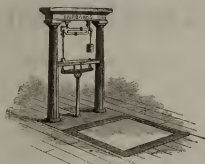
Trade and Traffic.

DEVOTED TO POLITICAL ECONOMY, AND RAILWAY, FINANCIAL AND COMMERCIAL INTERESTS.

Vol. I.

ST. LOUIS, MO., TUESDAY, MAY 22, 1888.

No. 12.



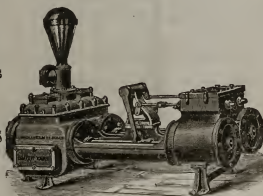
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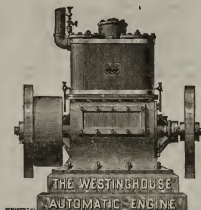
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Local Stocks and Bonds.

	PAR	LAST DIVIDEND PER CENT.	BID	ASK'D
Boatmen's Saving Bank.....	100	*Jan 1, 88, 3 1/2	119	121
Bank of Commerce.....	100	*Jan 1, 88, 6	437 1/2	462 1/2
Bremen Savings Bank.....	100	*July, 87, 4	127 1/2	132 1/2
Citizens Savings Bank.....	100	*Jan, 88, 3	105	110
Commercial Bank.....	100	*Jan, 88, 10	320	325
Continental Bank.....	100	*Jan, 88, 4	165	167 1/2
Fourth National Bank.....	100	*Nov, 87, 5	267 1/2	287 1/2
Franklin Bank.....	100	*Jan, 88, 6	190	200
German Savings Bank.....	100	*Jan, 88, 4	190	220
German American Bank.....	100	*Jan, 88, 3	109	107 1/2
International Bank.....	100	*July, 86, 3	95	100
Laclede Bank.....	100	*Dec, 87, 4	100	105
Lafayette Bank.....	100	*Jan, 88, 3	175	185
Mechanics Bank.....	100	*Jan, 88, 3	130	135
Merchants National Bank.....	100	*July, 87, 3	98	102
Mullanphy Savings.....	100	*Jan, 88, 5	175	190
Northwestern Bank.....	100	*Jan, 88, 6	135	150
St. Louis National Bank.....	100	*Dec, 87, 4	133	137
State Savings Association.....	50	*Dec, 87, 140	87	140
Third National Bank.....	100	*Jan, 88, 3 1/2	108 1/2	109 1/2
American Exchange.....	50	*Jan, 88, 4	62 1/2	65

* Semi-annually.

† Quarterly.

Street Railway Stocks.

	PAR	INTEREST.	BID	ASK'D
Bellefontaine.....	100	Jan, 80, 1 1/2	95	97 1/2
Cable and Western.....	100	Jan, 80, 1 1/2	95	97 1/2
Citizens Cable.....	100	April, 88, 1	50	60
Lindell.....	100	*Jan, 88, 2	100	105
Missouri Cable.....	100	*Jan, 88, 3	135	140
Peoples.....	50	*Jan, 88, 2	40	45
St. Louis.....	100	*Jan, 88, 2	70	75
Arsenal and Fourth.....	50	*Jan, 88, 2	35	40
Union Ry.....	100			13
Union Depot.....	50		50	

† Quarterly.

Street Railway Bonds.

Interest to Seller.

	DUE	INTEREST.	BID	ASK'D
Cable and Western 1st 6s.....	1914	May and Nov	100	102
Citizens Cable 1st 6s.....	1907	Jan and July	100	102 1/2
Northern Central 1st 6s 10-10s.....	1884	March and Nov	99	100
Mound City 1st 6s 10-10s.....	1904	Jan and July	99	100
Peoples Ry. 1st 6s 10-20s.....	1902	March and Nov	99	100
Union Depot 1st 6s.....	1880	Jan and July	98 1/2	100
Union Ry. 1st 6s.....	1885	March and Nov	100	101

County, City and Township Bonds of Missouri.

	BID	ASK'D	COUPONS WHEN PAYABLE.
Benton 6s, 10-20s, July, 1882.....	102	102 1/2	Feb
Butler 6s.....	91	95	F and A
Boone 6s.....	100	101	J and J
Cass County 6s, 5-20s, Feb, 1883.....	100	101	Feb,
Callaway County 6s, 5-20s.....	100	101	Feb,
Cape Girardeau 6s, 5-20s of 1878.....	100	101	Feb
Chariton 6s, 5-20s of 1878.....	101	102	J and J
Greene 6s, 10-20s.....	107	107 1/2	May
Greene county 6s.....	100	101	May
Grundy 6s.....	101	102	M and S
Henry 6s, 5-20s, of July, 1887.....	100		March
Laclede 6s, 5-20s, of 1878.....	100		January
Lafayette 6s, due 1901.....	107 1/2	110	J and J
Lincoln 6s, 5-20s of 1883.....	100	101	Feb
Mercer 6s, 5-20s of 1879.....	100	101	M and S
Pettis 6s, 10-20s of May, 1888.....	100	101	May
Ray 6s, 10-20s of 1881.....	101 1/2	102 1/2	January
Schuyler Co. 6s, 10-20s, from Sept. 1882.....	102	102 1/2	J and J
St. Joseph 4s, 1901.....	100	101	F and A
St. Joseph 6s, 1908.....	103	105	F and A
Vernon 6s, 10-20s of 1878.....	100	101	M and S

*Coupons payable in St. Louis. †Coupons payable in New York.

St. Louis City and County Bonds.

Interest to Seller.

	DUE	INTEREST.	BID	ASK'D
City 3 1/2s Gold, 20s.....	1907	June and Dec 25	99	100
" 4s, Sterling, 20s.....	1903	June and Dec	101 1/2	102 1/2
" 4s, " 10-20s.....	1905	Feb and Aug 2	101 1/2	102 1/2
" 4s, " 10-20s.....	1908	April and Oct	102	103 1/2
" 5s, " 10-20s.....	1900	June and Dec	101 1/2	102 1/2
" 6s, " 10-20s.....	1900	Jan and July	107	108
" 6s, Water.....	1880	June, Dec 25th	105	106
" 6s, " 10-20s.....	1882	April and Oct	104 1/2	107
" 6s, " 10-20s.....	1882	Jan and Dec 10th	104 1/2	107
" 6s, Gold, Sterling.....	1882	4 Various.	104 1/2	111
" 6s, " 10-20s.....	1888	May and Nov	116	117
County 6s, Park.....	1885	April and Oct	120	122 1/2

Missouri State Bonds.

	DUE	INTEREST.	BID	ASK'D
Missouri 6s.....	1888	Jan and July	102	103 1/2
" 6s Asylum or Utility.....	1892	"	104	105 1/2
" 6s Fundings.....	1894	"	107	108 1/2

Miscellaneous Bonds.

	DUE	INTEREST.	BID	ASK'D
Carondelet Gaslight, 1st 6s.....	1902	Jan and July	105	106 1/2
Chamber of Commerce, 1st 6s.....	1898	"	90	95
St. L. Ore & Steel Co., 1st 6s.....	1917	"	28	42
St. L. Ore & Steel Co. Income.....	1917	January 1st	20	25
St. L. A. & M. Ass'n, 7s, 1st.....	1880	"	102	104
St. L. A. & M. Ass'n, 7s, 2d.....	1883	May and Nov	104	106 1/2
Crystal Plate Glass Co., 1st 7s.....	1891	Jan and July	102 1/2	105
Mutual Union Tel. Co., 1st 6s.....	1911	May and Nov	90	91
Venice Elevator, 6s 5-20s.....	1901	Jan and Dec	90	102

	PAR	LAST DIVIDEND PER CENT.	BID	ASK'D
Advance Elevator Co.....	100	July, 87, 3	80	85
Agr. & Mechanical Ass'n.....	50	Non-declaring	20	25
Bell Telephone of Mo.....	100	Oct, 87, 2	150	160
Crystal Plate Glass Co.....	100	Jan, 88, 10	110	115
Gas Trust Certificates.....	100	Jan, 88, \$1.00	67 1/2	70
Granby Mining & Smelting Co. Ill. & St. L. Coal R. R. pld.....	100	Sept, 87, 2	600	650
Iron Mountain Mining Co.....	1000	Sept, 87, 2	120	122
Laclede Gaslight.....	100	2-quarterly	130	135
Planters' House.....	100	Oct, 87, 5	330	360
St. Louis Anchor Line.....	100	Nov, 87, 5	62 1/2	67 1/2
St. Louis Exposition.....	25		5	6
St. Louis Grain Elevator.....	100	July, 85, 3	55	60
St. Louis Safe Deposit (70 pld).....	100	Oct, 87, 1 1/2	80	90
St. Louis Transfer.....	100	*Jan, 88, 3	65	72 1/2
St. Louis Cotton Compress.....	100	*May, 87, 7 1/2	95	97 1/2
St. Louis Cotton Factory.....	100		10	10
St. L. Mut. House Bldg. No. 3.....	500	*Nov. 15, 87, 15	485	495
St. L. Miss. Valley Transp. Co.....	100	June, 87, 5	60	65
St. Louis Ore & Steel.....	100		4	4
St. Charles Car Mfg., 40 per cent stock & 9 per cent cash.....	100	March, 88, 7	70	75
Schutz Belling Co.....	500	Jan, 87, 10	460	500
Union Stock Yards.....	100	Oct, 87, 3	107	110
Wiggins Ferry Co.....	100	*Oct, 87, 3	190	200
St. Louis Transfer.....	100	1887, 10	75	80

Railroad Bonds.

	BID	ASK'D	COUPONS WHEN PAYABLE.
Pac. R. R. Mo. 1st 6s, 1888.....	102	102 1/2	F and A
Pac. R. R. Mo. 2d 7s, 1889.....	107	107 1/2	J and J
Pac. R. R. Mo. 1st 8 1/2 ct, 1892.....	106	106 1/2	M and N
Pac. Mo. 6s 1st con. 1920.....	107 1/2	108 1/2	M and N
Pac. R. R. Mo. 3d 7s, 1920.....	107 1/2	108 1/2	F and A
Nor. Mo. 7s 1st 1896.....	114 1/2	116	J and J
St. L., K. C. N. R. est. and R. R. 7s, '95.....	107	111 1/2	M and S
St. L., K. C. N. R. est. and R. R. 7s, '95.....	107	111 1/2	M and S
St. L., K. C. N. R. 1st 7s, 1919.....	101	102 1/2	A and O
St. L., K. C. N. R. St. C. B. 1st 6s, 1908.....	104	106	A and O
St. L., K. C. N. R. St. C. B. 2d 7s, 1903.....	102	103	A and O
St. L., C. B. and O. 1st 6s, 1908.....	104	106	J and J
St. L. C. M. and S. 1st 7s, 1892.....	108	108 1/2	F and A
St. L. C. M. and S. 2d 7s, 1897.....	105	106	M and N
St. L., I. M. & S. 1st 8 1/2 ct, A, B, 1891.....	104	106	J and J
St. L., I. M. & S. C. & F. 1st 7s, 1891.....	104	105 1/2	J and J
St. L., I. M. & S. C. & F. 2d 7s, 1897.....	103	104	J and J
St. L. and San F. 2d A 1908.....	115 1/2	116 1/2	M and N
St. L. and San F. 2d B 1900.....	115	115 1/2	M and N
St. L. and San F. 2d B 1900.....	115	115 1/2	M and N

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Trade and Traffic.

Devoted to Political Economy, and Railway, Financial and Commercial Interests.

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THE article, "The Railroad in Politics," is the beginning of a series of articles on that subject which the writer, Judge Thos. J. Portis, has promised to furnish TRADE AND TRAFFIC as frequently as the pressure of his professional engagements will permit. Judge Portis has been familiar with the subject of which he treats for the last fifteen years in this state, and others, and proposes to give a correct history of some of the many acts and things which are dimly indicated in the initial article, which appears in this issue. Doubtless many hearts will ache before the series is completed, especially if he resurrects and presents to public view the "why and wherefore" that actuated the Missouri legislature of 1872 and 1873, and several since, for that matter.

THE BUSINESS SITUATION.

The New York associated banks further increased their reserve by 51 million dollars the past week, making the excess above the legal requirement nearly 28 million dollars. This vast accumulation of idle money reflects anything but a satisfactory condition of general trade, and the fact that the volume of unemployed funds is steadily increasing at nearly all the principal financial centres of the country gives additional proof that the business situation is burdened with suspicion, uncertainty and hesitation. Money is a drug upon the market, and so is nearly every commodity. The *Financial Chronicle* asserts as an absolute fact, which it stands ready to prove, that there is over 600 million dollars more currency in the United States to-day than there was when the country entered upon specie payment, and in commenting upon this enormous expansion says: And what does it foretoken? The last two and a half years, with large and increasing railroad building, we have been sending west an uninterrupted stream of currency with no return flow during the seasons between crops. This currency has all been absorbed, having found quick occupation in railroad work, and in the activities which have accompanied that work. If now this industry has received so material a check it is only reasonable to expect that the circulation thus put out of use will accumulate here again; and

should this movement continue while the government is disbursing its surplus accumulations, does it not look as if bank vaults, unless speculation should set in, would have little spare room after storing away the idle currency?

The rate of discount at all the leading money centres continues easy. At New York call loan rates the past week have ranged from 1 to 2 per cent with about 1½ the average. On three to four months' prime collateral secured paper the range has been from 3 to 3½ per cent, and 3½ to 4 per cent for six months' loans. Commercial paper rates have ranged from 4½ to 6½ per cent, according to circumstances. At St. Louis there is a large surplus of loanable funds, but the banks are all conservative and are not urging borrowers to extend their lines of discount, and speculative enterprises of all kinds find no favor whatever except when a high class of collateral accompanies the application for accommodation. To regular customers whose accounts are valuable the interest rates are from 5 to 6 per cent, and to all others the range is from 6 to 7 per cent, and even 8 per cent has been charged the past week. Mercantile collections are disappointing, but the heavy rains of the past week and the bad condition of country roads has had much to do with making remittances light.

According to *Bradstreet's* estimates the visible supply of wheat May 12, 1888, was 29,271,771 bushels (2,045,609 bushels less than a week ago) against 44,458,102 bushels a year ago and 39,590,730 bushels two years ago, 15,186,331 bushels less now than a year ago, and 10,318,059 bushels less now than two years ago, and 16,118,000 bushels less including St. Paul and Minneapolis stocks. The stock of wheat at five Atlantic ports May 12, 1888, aggregated 2,465,640 bushels against 2,865,427 bushels May 5, 1888, a decrease in the week of 399,787 bushels against 3,070,857 bushels May 14, 1887, being 605,217 bushels less now than in 1887 and against 5,039,114 April 15, 1886. The stock of graded No. 2 red winter wheat here in store May 12, 1888 was 886,868 bushels against 948,821 bushels a year ago, being a decrease of 61,953 bushels. The stock of wheat at ten western primary points May 12, 1888, was 25,523,401 bushels against 35,763,857 bushels May 14, 1887, being a decrease in 1888 of 10,240,456 bushels. The shipments from eight western primary points for the week ended May 12, 1888, were 442,600 barrels flour; 981,161 bushels wheat; 2,091,386 bushels corn; 1,492,219 bushels oats; 109,266 bushels barley and 80,291 bushels rye. The stock of corn at five Atlantic ports May 12, 1888, was 286,400 bushels against 195,886 bushels the preceding week, 1,566,714 the corresponding week in 1887 and 871,402 the corresponding week in 1886.

The *Age of Steel* reports as follows: The market for steel rails east and west remains in a comparatively quiet condition. Sales for the week as reported do not exceed 15,000 tons. The eastern mills as a rule are well supplied with orders up to July and August. The western mills are not so well fixed, but it is well known that considerable business has been withheld, but until it has been placed and the order books of the

western mills are in considerably better shape than they are now eastern mills must stand aloof. This condition of affairs arises from the fact that \$32 and \$32.50 at Chicago does not net more than \$28.50 and \$29 at the eastern mills. Sales during the first four months of the year were in round numbers 800,000 tons (a little short of that), but the demand during the balance of the year is not likely to be heavy. Sales in this market have been small, only a few lots of 100 and 200 tons each being reported. A fair quotation is \$34, East St. Louis. Merchant iron is rather dull. Jobbers are complaining considerably about the demand and prices. Some of the mills are quite firm in their views and decline to make quotations which ruled a few weeks back. A considerable amount of cheap iron—as to quality—is offered and prices to-day depend largely upon quality and grade. Hardware manufacturers and their agents report trade fair, but still not altogether what it ought to be. Then, again, in some particular lines it is reported by their salesmen's orders as good. Jobbers are now undergoing somewhat of a rest after their prolonged season of activity, although business is on the whole good.

Railway earnings hold up well, apparently, but rates are so low that roads hitherto making net profits with comparative ease now find it difficult to do much more than meet fixed charges and current expenses. The all-water rates between Chicago and New York are lower than was ever known before, and all the east and west rail lines that take a given percentage of the Chicago basing rate will have to either conform to the lake and canal tolls or practically abandon through business, for the north and south roads having terminals at lake ports will divert the traffic to the water route unless the all-rail traff is correspondingly low; so, on the whole, the outlook for the carrier companies is discouraging enough, and it is emphasized by the fact that no material change for the better is expected until the close of navigation on the lakes and Erie canal, which will not be before December next. There is no moral, commercial or financial sense in allowing freight rates to go down so low that there is no margin left, but unfortunately for the entire business establishment of the country there are fewer exhibitions of sound business sense in the management of our transportation lines than in any other branch of the nation's industries.

Bank clearings at thirty-eight cities the past week show a loss of about 6 per cent as compared with the preceding week and a decrease of nearly 17 per cent as compared with the corresponding period of last year.

THE RAILROAD IN POLITICS.

By JUDGE THOS. J. PORTIS.—No. 1.

The last half century has witnessed many great and wonderful changes in the relations, character and progress of the people, the business and the management of affairs, generally, throughout this country. In no direction, and in no department of business or affairs have such changes and progress been made as in the means of transportation of persons and prop-

erty. This is especially true as to transportation by railroads. Within the last few years many thousands of miles of railways have been constructed and put in operation within the United States alone, and many millions of dollars have been invested in such enterprises. The carrying business throughout the whole country has been almost entirely changed from the former slow and tedious methods to that of more rapid transit by steam carriages and railroads. These increased facilities traverse nearly all parts of the land, have brought distant parts of the country into comparative proximity to each other, and have greatly stimulated travel, as well as both production and consumption, generally. All these things have contributed largely, not only towards an enormous increase in business of all kinds, but also towards immense aggregations of capital, labor and business abilities in the conduct and management of the transportation business. So rapid and abnormal has been the movement in this direction, a new and comparatively untried state of things has been evolved and brought into existence which already has worked, and bids fair to continue to work, many important changes, some of which threaten danger, not only to the prosperity and welfare of the people, but to the nation itself. The unprecedented and rapid growth of the railroad business, coupled with the telegraph and telephone, and their incalculable power and influence, have been, and still are, enough to cause the people of the entire world not only to look on with wonder and amazement, but to seriously consider where and to what results it will all finally ultimate. While the novelty and unparallel uniqueness of such wonderful evidences of evolution and progress may challenge the admiration of many who hail them as God-sent gifts and blessings to the whole people, there are others who see in them only what they construe into opportunities for the assertion of their own selfish feelings, and the promotion of their own self-aggrandizement, and their own individual power and influence. All such persons bend their own energies, and all others they can control, to the one single purpose of magnifying their own personal importance to the utter disregard of the interests or rights of others, as well as of the prosperity and welfare of the country itself. In this well-known fact lie most of the dangers with which we are now threatened. But all these things, to those who know the facts and understand the laws which govern human actions, as well as those which govern business transactions, are but the natural and inevitable effects flowing from adequate causes—such effects as only can grow out of the conditions producing them.

The remedy must lie in the ultimate change of those conditions into better and less selfish ones, and such change can be brought about only by reversing the same processes of evolution and progress which called those conditions into existence, or by simply waiting until they have entirely exhausted themselves.

As population increased and extended over the country the question as to improved means of transportation of persons and property became one of

momentous importance, and railroads were finally invented, or newly discovered, and were gradually but slowly improved, and finally brought to their present state of perfection. It is claimed they were invented by the ancient Egyptians and first used by them in and about the construction of the great Pyramids. It is also said that traces of railroads may yet be seen in the ancient cities of Palmyra and Balbec, and in Cyrene in Africa. Be that as it may, the history of modern railroads informs us that this country is indebted to one Oliver Evans of Pennsylvania for the discovery, and the therefore unsuspected and pre-eminent importance of our system of railroad transportation. It is stated that, in 1784, he first conceived the idea of a high pressure steam engine and the application of it to carriages on common roads as a motive power.

History tells us that he foresaw the superiority, and strenuously urged the adoption of railways and locomotive engines sometime before the expiration of the eighteenth century, and long before it had entered into the imagination of any other person in this country, so far as known.

His zealous efforts to promote his scheme were far in advance of the opinions of the age in which he lived, and, as is always the case, he was charged with insanity for believing in the possibility of results which are now daily witnessed all over the civilized world. After frequent interruptions he is said to have completed and put on trial his locomotive carriage about the first of 1804. When he could not induce men to invest money sufficient to test his scheme, he is said to have published this remarkable prophecy: "The present generation will use canals, the next will prefer railroads with horses; but their more enlightened successors will employ my steam carriage on railways as the perfection of the art of conveyance."

This prophecy, as we all now know, has been almost literally fulfilled.

But Mr. Evans had no adequate conception of the great extent to which his "perfection of the art of conveyance" was to be carried, or, of the mighty changes it was destined to bring about in the many relations of life, of commerce, and of business affairs generally. Many of these changes have been productive of good and beneficent results, and many others still greater and more beneficial will yet follow. But, while this is true, many results of a different kind, results to be much deplored, have also followed.

Those persons who come within the description already given, as the selfish and unscrupulous, have not been idle. They have seized upon the occasions as they arose to pervert the thoughts and actions of individuals, of political bodies, and have even assailed the judiciary itself, in some instances, for the promotion of their own selfish and unrighteous purposes. For years the custom has been growing in extent and strength, for railroad companies (oftentimes through very questionable agencies, and for doubtful if not questionable purposes) to manipulate and manage political campaigns and legislative bodies. The real reasons for the origin of this custom, were, in the

beginning, doubtless good and honorable. But very soon such persons as have already been described, unscrupulous and ambitious politicians and avaricious men, seized upon and used the opportunities thus presented to advance their own real, or supposed interests; and they have continued to pursue that selfish and ruinous course with such persistency and zeal until the interference of railroads in the political and legislative business of this country has become one of the greatest, if not the greatest, dangers with which we are now threatened. But this article is already too long, and further discussion of this subject must be deferred to another time.

CONDITIONS OF THE M., K. & T. LEASE.

Now that the stockholders of the Missouri, Kansas and Texas Railway company have elected a board of directors exactly to their liking the public will expect a revolution in the manner and method of railway management in the southwest, for much was promised in that direction by the gentlemen who now compose the directory. It is more than likely, however, they will soon be convinced that they have overestimated the strength of the position of their property and underestimated the power and force of the opposing factors with which they will have to contend. The Missouri, Kansas and Texas as the lessee of the International and Great Northern, and as a favored member of the Missouri Pacific family of railways, was a very different thoroughfare from the lines now controlled by the new directory. But the position of the property was distressing weak then, and now that it has antagonized its natural allies and lost the International and Great Northern the beginning of the end of its existence under its present capitalization, ownership and directory is at hand. Had the present directory been employed to hasten the property under the hammer of the auctioneer and into the arms of a purchasing and reorganization committee the work could not have been done any better, and although nearly the entire financial loss that will accrue to the owners will have been forced upon them by their own actions, it is still a pity that they have been inveigled into making war upon the Missouri Pacific by men whose interest in the property can be measured by the size of their fees.

The abrogation of the lease of the International and Great Northern was a severe blow to the earning opportunity of the Missouri, Kansas and Texas, but in the near future its lease to the Missouri Pacific will have to be cancelled, and after that—what? A receiver, a sale, a reorganization, a new capitalization and an entirely new ownership. The resolutions of the new directory denying the validity of the cancellation of the International and Great Northern lease only show their ignorance. Aside from the legality of the action of the lessor and lessee companies in cancelling the lease as concerning their rights and privilege in the premises, the lease was in open and direct violation of the laws of Texas, and therefore the property was never leased at all. This the new

directory should have known, as a knowledge of it would have made their ignorance of the property and its relation to its former allies less conspicuous.

Concerning the lease of the Missouri, Kansas and Texas to the Missouri Pacific company, which bears date of December 1, 1880, the instrument provides that the compact can be annulled, but not until the lessor company pays any and all indebtedness due from it to the lessee company for advances made to the property. From this it would appear that the Missouri Pacific's claim for cash advances is well secured, though most likely it will have to look to a receiver for settlement. The conditions of this lease are as follows:

And in consideration of the premises, the party of the second part (the Missouri Pacific company) hereby covenants and agrees to and with the said party of the first part, as follows, viz.:

First—That the party of the second part shall and will at all times during continuance in force of these presents, work, use, manage, maintain, operate and keep in public use the railroad of the party of the first part, with the appurtenances, and will work, use and efficiently operate the said railroad and appurtenances; and will from time to time provide such additional locomotives, cars and rolling stock as, in the judgment of the party of the second part, shall be required for and properly adapted to promptly and fully accommodate the business tributary to the roads hereby demised; and shall and will use all reasonable diligence to collect and receive all the said tolls, freight charges and dues which shall accrue as aforesaid, and apply and appropriate in the same way and manner following, to-wit: *Firstly*, to the payment of the annual cost of repairing, maintaining and perpetuating for public use the said railroad, with its equipment and property appurtenant thereto; and all the expenses of working, using, managing, maintaining, operating and running the same, including reasonable compensation for the use of engines and cars actually employed thereon, but not owned by the party of the first part; and the cost of any new equipment, side-tracks, stations, depots, lands and reasonable or necessary betterments of every kind that the party of the second part may from time to time deem necessary to procure or provide for the business of said road; and also including premiums for insurance, and all tolls, taxes and assessments now or hereafter levied or assessed under the laws of the United States, and of the states of Missouri, Kansas, Texas and the Indian territory upon the traffic passing over the said railroads, and upon the property of the party of the first part, now or hereafter acquired by the party of the second part, by and under this lease. *Secondly*, to the payment of the necessary expenses of maintaining the organization of the Missouri, Kansas and Texas Railway company, including maintenance of general offices of the company in the city of New York, expenses of a transfer agency and registrar of the stock and bonds of the company and for paying the interest on its mortgage debt, etc. *Thirdly*, to the payment of interest as the same shall become due and payable, from time to

time, upon the present consolidated mortgages and underlying bonds covering the property covered by this lease. *Fourthly*, to pay any surplus remaining to the party of the first part to be applied to the payment of interest on any other bonds now or hereafter issued by the said first party according to their respective rights and priorities; and for such other purposes as shall be determined from time to time by the board of directors of the Missouri, Kansas and Texas Railway company.

Second—If the net earnings of revenue shall not be sufficient to provide for the fixed charges on the demised property the lessee may elect to advance the funds required from time to time to pay interest on bonds and other fixed charges, and such advances shall be a preferred debt and lien next to the lien of the first and general consolidated mortgages and underlying or divisional mortgages, to be paid by the party of the first part, and the same is secured by the future net revenues of said first party, and such advances are hereby made an equitable lien on the demised property.

If the lessee, however, elects not to advance any such deficit, and the interest on the first and general consolidated mortgage bonds and underlying bonds shall remain unpaid for a period of six months, the lessor company may thereupon elect to terminate this lease and to receive back the property on the payment of any balance of indebtedness then due from it to the lessee.

Third—And it is further covenanted and agreed by and between the parties hereto that the extensions now under construction by the party of the first part, in Texas, from Greenville to Mincola, and from Fort Worth south to a point in Williamson or Milan county, and all such other extensions or branches as shall, during the continuance of these presents, be made by the party of the first part under its charter powers, either by purchase, lease, joint ownership or under any arrangement for joint use of other roads, construction or otherwise whenever such additional road or branches shall be completed or acquired and ready for operation, shall be and the same are embraced herein and shall be taken and operated by the party of the second part under like terms and conditions with those specified for the eight hundred and twenty-six (826) miles before mentioned.

CONDITION OF WINTER WHEAT.

The Cincinnati *Price Current* makes the following deductions from the government estimate of the condition of wheat: Averaging the yearly estimates of condition for May 1 for five years, the general average is 85.6; averaging the yearly yield for the same period, the general average is 11.5 bushels per acre harvested. On the ratio of these averages for five years previous to this season, the indicated situation this year points to slightly less than 10 bushels per acre, with the later conditions to be parallel to the average the past five years. The area is an undetermined factor, but is not likely to much exceed 22,000,000

acres to be harvested for the winter crop—and the interpretation thus to be applied to the government exhibit is a prospect not exceeding 220,000,000 to 225,000,000 bushels compared with 293,000,000 last year, or approximately 70,000,000 bushels under last year's production. In the short crop of 1885 the area harvested was 22,146,000 acres, average yield 9.6 bushels, and production 212,000,000 bushels for the winter crop. That crop, which, with the spring grain, aggregated 357,112,000 bushels, followed the largest crop recorded, 512,764,000 bushels—of which 356,253,000 represented winter, and 156,511,000 spring growth. The short crop of 1885 was supplemented by surplus of previous growth to an extent equal to fully 80,000,000 to 90,000,000 bushels more than can this year be carried over to the new crop. The wheat crop of European countries in 1885 was somewhat in excess of average production in the aggregate, while the present outlook does not justify expectation of such conditions this season. Putting the best phase upon the outlook justifiable by any available evidence it is in order to say that the wheat supply of the world will be reduced to a point more or less below the average position at such time when this year's production begins to move and that the present prospect does not encourage expectations of production in excess of the year's usual consumption.

THE PATERNAL GOVERNMENT IDEA.

The *New York Indicator* discusses the paternal government idea as follows: The drift of public sentiment, which once set in strong in the direction of a paternal system of government, appears to be turning in the opposite direction. The remedy of evils, many of them imaginary, some of them real, came to be looked for in an extension of the powers of government, even to the point of domination of individual enterprise. Government ownership of railroads, of the telegraph, of gold and silver and coal mines and of other enterprises has been advocated, and many people have been fooled into believing that the rule of King Stork would be more desirable than that of King Log.

Anyone who properly comprehends the character and purpose of the government of this country must see how fatal would be the result if the government were to undertake the conduct of affairs lying wholly within the range of individual enterprise. The first step in that direction would invite the trespassing of government upon the entire domain of individual liberty. The line cannot be drawn at railroad or telegraph ownership—government interference would naturally permeate every industry and every enterprise.

It is a matter for congratulation on the part of the people of this country, therefore, that the parental government idea is beginning to lose its attractions. This is indicated in the opposition with which the government telegraph proposition is meeting, upon which point we quote the *Chicago Times* as saying all that need be said now on the subject: A Republican

senator who has taken lively interest in proposed postal-telegraph legislation, and the investigations and discussions connected therewith, states as the result of a thorough study of the situation that there are not half a dozen senators who would now vote for government purchase or construction of telegraph lines. There may be a majority of the senate in favor of government regulation through the agency of the interstate commerce commission, but there are a few who favor government ownership. This statement is as gratifying as it is surprising. The country has been led to believe that a very large proportion of the senators, if not a majority, were inclined to establish a postal-telegraph system similar to that of Great Britain. The fact that Senator Cullom, Senator Edmunds and others have introduced bills for the establishment of such a system, or favored it in their public utterances, has been calculated to induce that belief, and that either the purchase or the construction of lines by the government would command strong support. At times the adoption of one or the other of these propositions has seemed probable.

There was a time, indeed, when government telegraphy was popular in both houses of congress. Former investigations and favorable reports by committees had brought many to the support of the project, and the demands of various alleged labor parties had produced no little effect upon the minds of the demagogues in both the house and the senate. But the recent investigations and discussion of the subject have convinced senators, if not representatives, that it would not be wise to set the government up in the telegraph business. Probably party considerations have not been without their weight. The politicians have doubtless been led to see that if it is dangerous to have the principal lines, or all of them, under the control of one man, as the advocates of postal telegraphy contend, it is less dangerous to have that man at the head of a corporation which can be called to account before the courts than to have him a partisan cabinet officer who can be called to account only by the utterly inadequate process of impeachment. And so, happily, the project is dead, at least for the present.

ETHICS AND ECONOMICS.

Washington Gladden says in the *New Princeton Review* for May: It is quite as easy to show how ethical causes produce economical effects, and vice versa, as it is to show the casual relation between the bodily and the mental experiences of men. Do not the vices of the laboring classes affect the productive industries of the nation? Is it not the deterioration of the labor force through poverty and insufficient nutriment almost always accompanied by moral degradation? Is not the loss of stamina often suffered by masses of laborers during seasons of industrial depression a tremendous fact of the moral as well as of the economic realm? Suppose that the deduction of Cairnes be true that under a wage-system with unrestricted competition as the regulative principle the share of

the laborer in the product of his labor constantly tends to decrease, if that fact were known to the laborers would it not tend to produce discontent and discouragement among them, begetting vice and pauperism? And would not this degradation of the laborer react upon production, lessening its amount and depreciating its quality? Even so ethereal a force as courtesy has its economic effects. The employer who always treats his workmen with genuine politeness, who manifests a sincere interest in their welfare by kindly speech and sympathetic treatment, finds his profit in such friendliness; he is apt to get from them a more loyal and efficient service, and in the time of industrial conflicts to find them working on in peace while others round about them are in insurrection against their employers. Good will inspires good will, and good will is one of the prime constituents of good work.

President Walker has shown by a most impressive demonstration that the sympathy of the community with the laborer tends to increase his share in the product of his industry. Sympathy with the laborer is a purely moral force; if it influences the distribution of the product of industry it has an economic effect. The objection to combinations of laborers, as urged by the old-fashioned economists, rested largely on moral grounds. If they tried to show that such combinations could not render the distribution of the product any more equitable, and could only tend to the crippling of production, they also placed much stress upon the effect of such combinations in weakening the laborer's self-reliance and destroying his individuality. The fact that freedom is the necessary condition of the most efficient production and the most equitable distribution of wealth could not be separated in their minds from the fact that freedom is also the necessary condition of the development of manhood. Theoretically the two considerations might be kept apart, but practically they have not been, and we shall presently see why they were not and should not be; why the economists were more scientific in their practice than in their theory. On the other hand the advocates of labor organization also rest their plea largely on moral grounds, contending that freedom is indeed the condition of human welfare, and that the laborer dealing single-handed with the rich employer or the great corporation possesses only a nominal freedom; that by the power of concentrated wealth he is reduced to practical servitude; that it is only in strong combinations of laborers that the freedom of labor is realized. I have no doubt, for one, that there is truth in both contentions.

The individualistic regime with free contract and competition works well up to a certain point, because it tends to make men independent and self-reliant; nevertheless individualism unchecked by the moral forces inevitably results in those stupendous aggregations of material power which tend to the degradation and enslavement of the laborer. On the other hand, to prevent this degradation and enslavement and to secure to the workman a measure of liberty strong organizations of workmen are necessary; but these

very organizations have a tendency to suppress individuality, to substitute mob law for independent judgment, and to protect the shiftless and the unskilful from the natural penalties of their inefficiency. Up to the point at which it ceases to develop the character of the individual each of these systems is good; beyond that point it is evil. The need of protecting the individual against the tyranny of the competitive regime, and not less against the tyranny of incipient socialism, is obvious enough to every philanthropist. That this can only be done by the energetic use of moral forces is also apparent.

A community of sober and intelligent workmen will know how to combine for their own protection, and how to protect themselves against the tyranny of their own combinations. The deepest test of every industrial system is its effect upon the manhood of the people who do the work. Does it make them strong, free, hopeful, self-reliant? If so, it is a good system. Does it make them weak, dependent, restless? If so, it is a system that needs mending. But it will be said that all this is outside the realm of economics; that it belongs to the province of the statesman or the moralist, but not to that of the economist. I have already suggested that as a matter of fact the economists have not kept out of this field; that, although sometimes protesting that they had no business in it, they have nevertheless made themselves very much at home in it. Under the reasonings and investigations of the old economists this postulate seems to lie—that the increase of the national wealth is desirable. Is this postulate true without qualification? And there is a deeper question still: Is the increase of the national wealth an intrinsic good? Is it an infallible sign of progress if the tables of the census show that the people are richer at the end of each succeeding decade? Might not the sum total of the wealth of the nation be greatly increasing while large sections of the population were sinking into deeper and deeper want and misery? History has some impressive testimony to offer on this point. Rome was growing rich very fast in the day when only about two thousand proprietors owned the world, and the rest of mankind were slaves and paupers.

The wise economist wishes to know, therefore, not only that the national wealth is increasing, but also how it is distributed. This question of the general distribution of the national wealth concerns him quite as deeply as the question of its aggregate amount, because he knows that a state of society in which wealth is unequally distributed as it was in Rome in the days of the New Monarchy cannot long endure. The postulate of the old economy is not then true without qualification. The increase of the national wealth is not in itself desirable; it is only desirable when it tends to the maintenance of the national life—to the promotion of the national welfare. The increase of the aggregate wealth of the people is a mediate end and not an ultimate end. The ultimate end is the national well-being. And this certainly admits no separation of the people into contrasted classes—a

plutoeracy above and a proletariat below; it involves a wide diffusion of property and knowledge and power; it implies that the working classes in particular are healthy and hopeful and contented.

THE LIVE STOCK TRADE.

The following statistical information about the volume and value of transactions in live stock at Chicago will be of interest to the friends of the new stock yards scheme at St. Louis:

The largest receipts of stock in one day:

Cattle, January 12, 1886.....	16,903
Calves, September 1, 1885.....	1,773
Hogs, December 5, 1884.....	66,327
Sheep, November 15, 1887.....	11,319
Horses, September 13, 1887.....	531

Largest receipts of stock in a week:

Cattle, week ending November 16, 1887.....	62,493
Calves, week ending September 12, 1885.....	4,360
Hogs, week ending November 20, 1884.....	350,488
Sheep, week ending November 16, 1887.....	42,033
Horses, week ending March 12, 1887.....	1,844

Largest receipts of stock in one year:

Cattle, 1887.....	2,382,068	Sheep, 1887.....	1,300,862
Calves, 1887.....	65,830	Horses, 1887.....	46,404
Hogs, 1880.....	7,030,355		

Valuation of stock for twenty-two years:

1866.....	\$ 42,765,328	1877.....	\$ 99,024,100
1867.....	42,375,231	1878.....	106,101,879
1868.....	32,540,288	1879.....	114,736,834
1869.....	69,171,217	1880.....	145,067,826
1870.....	62,000,631	1881.....	185,097,710
1871.....	69,331,682	1882.....	196,670,221
1872.....	87,540,040	1883.....	301,253,772
1873.....	91,321,162	1884.....	187,587,080
1874.....	115,049,140	1885.....	173,288,062
1875.....	117,535,942	1886.....	166,741,754
1876.....	111,185,650	1887.....	176,944,567
Total.....			\$2,591,111,856

LAW DEPARTMENT.

1. *Master and Servant—Defective Appliances—Evidence.*—Where an accident was caused by the breaking or dropping out of a brake-pin, and all the presumptions and proof were that the iron of which it was made was good, it was error in the court not to instruct the jury to that effect and to leave the quality of the iron to be determined by them.

2. *Same.*—A brake, which had been examined and found in good order a short time before fell when plaintiff attempted to use it, and he was thrown under the cars. There was no evidence as to whether the brake-pin fell out or broke, or that a proper inspection would have prevented the accident. Held: That in the absence of proof showing negligence on the part of the defendant, plaintiff could not recover. [Philadelphia and Reading Railroad company vs. Hughes; S. C. of Pa., March, 1888, Atlantic Rep., Vol. 13, p. 286.]

Refusal to Carry Baggage—Limitation to Wearing Apparel.—A rule by a railroad company that only baggage containing passengers wearing apparel should be transported on passenger trains is a reasonable rule, and one who was in the habit of transporting his peddler's wares as baggage, who refused to state that his trunk offered for transportation contained nothing but wearing apparel, has no cause of action for damages for refusal to carry such trunk. [Norfolk & W. R. Co. vs. Irvine; S. C. of Appeals of Virginia, February, 1888, S. E. Rep., Vol. 5, p. 533.]

Baggage—Passengers—Practice.—A railroad company is not responsible for the loss of a bag containing money and jewelry carried in the hand of a passenger and by him accidentally dropped through an open window in the car, although upon notice of the loss it refuses to stop the train short of an usual station to enable him to recover it. [Henderson vs. Louisville and Nashville R.; U. S. S. C., October, 1887, Am. & Eng. R. R. Cases, Vol. 31, p. 35.]

Master and Servant—Coupling Cars.—There is no rule of law to restrict railroad companies as to the curves it shall use in its freight stations and its yards where the safety of passengers and of the public are not involved. The engineering question as to the curves proper to be made in the track of a railroad within the freight stations, or the yards of the railroad company, is not a question to be left to the jury to determine.

Brakemen and other persons employed by a railroad company within the freight stations and the yards of the company, when they accept the employment assume the risks arising from the nature of the curves existing in the track and the construction of the cars used by the company, and they are bound to exercise the care and caution which the perils of the business demand.

When a servant in the execution of his master's business receives an injury which befalls him from one of the risks incident to the business, he cannot hold the master responsible, but must bear the consequence himself. [Tuttle vs. Detroit, Grand Haven and Milwaukee R. Co.; U. S. S. C., Am. & Eng. R. R. Cases, Vol. 31, p. 217.]

Reunderbilling.—1. The permission by a common carrier of the practice of underbilling the weight of freight or giving a false classification whereby less compensation is paid by one person than by another for "a like and contemporaneous service," is within the inhibition of the act to regulate commerce.

2. The methods of inspection adopted by certain railroad companies to detect and prevent underbilling and false classification are approved by the commission, but cannot be accepted as a substitute for the requirement that every carrier should itself be held, and in turn should itself hold every station agent responsible for the correctness of the weight and classification of freight received, so far as the same can be practically ascertained. [Interstate Commerce Rep., Vol. 1, p. 813.]

Carriers of Passengers—Dangerous Premises—Depot Grounds.—In an action for personal injuries it appeared that plaintiff on a dark and rainy night, after leaving defendant's depot, while still on its grounds, fell into a hole and permanently injured his ankle, that the hole was close to the culvert of a diagonal path on which plaintiff was walking, that there were no lights, fence, or guard to warn or prevent passengers from falling into it, and that defendant had constructed another and safer way of exit from the depot, but most of the travel went over the way taken by plaintiff, and defendant's agents and employees used it, and never objected to its use by passengers. Held: That plaintiff was entitled to recover. [Cross vs. Lake Shore & M. S. Ry. Co.; April, 1888, S. C. of Mich., 37 N. W. Rep., 361.]

1. *Carriers—Live Stock Shipments—Duties of Railroad Company.*—A railroad company engaged in the transportation of live stock, and accustomed to furnish suitable cars therefor upon reasonable notice and holding itself out to the public generally as a common carrier upon the terms and conditions provided in a special contract with shippers, is a common carrier of

live stock, with such restrictions on its common-law liabilities as are embodied in such contract.

2. *Same—Duty of Company to Furnish Cars—Liability for Neglect.*—In an action against a railroad company for failure to have stock cars at certain stations at a certain time, the ability of such company to so furnish such cars, with ordinary diligence, upon the notice given was, according to the exigencies of transportation, peculiarly within the knowledge of such company and its agents, and the burden of proving its inability to do so was on defendant.

3. *Same Inability to Furnish Cars—Failure to Notify Shipper.*—Where a shipper applies to a company, a common carrier of live stock, for cars to be furnished at a time and station named for transportation of stock, it is the duty of the company to inform the shipper within a reasonable time whether it is able to furnish such cars as required, and if it fails to give such notice, and the shipper, relying upon the conduct of the company, has his stock at such place on time and no cars are there for their transportation such company is liable to such shipper for damages. [Ayres et al. vs. Chicago & N. W. Ry. Co.; March, 1888, S. C. of Wis., 37 N. W. Rep., 432.]

1. *Accord and Satisfaction—Personal Injuries—What Constitutes.*—Plaintiff having sustained injuries while an engineer on defendant's road, applied to the general manager of the road for pecuniary aid, stating that he had no intention to sue for damages. He was promised in substance that defendant would give him such help as he and his family might need, and would see him through until he was sound; and was paid several sums of money and had his physicians' bills paid by defendant. Subsequently, plaintiff asked defendant for an agreement in writing to take care of him, stating that the time would soon expire in which he could sue. This defendant refused, saying that what had been done for him was out of sympathy, that defendant recognized no legal liability, and he might sue if he wanted to. Before he had recovered plaintiff instituted suit for damages on account of the injuries. Held: That there was no accord and satisfaction of plaintiff's claim.

2. *Same—Acceptance of Aid.*—Plaintiff's acceptance of pecuniary aid from defendant, and his declaration that he did not intend to sue may diminish the amount he should recover to the extent of the aid furnished but does not estop him to bring suit.

3. *Damages—Excessive.*—In an action for damages against a railroad company the following special issues were submitted to the jury: "(4) Was the wreck which occasioned the injury caused by a defective and unsafe road-bed? (5) or was said wreck caused by a defective locomotive?" Each of these issues was answered, "Yes;" and the jury gave a verdict for plaintiff for \$25,000 actual damages, and \$16,927.40 exemplary damages, less \$1,927.40 paid to or on behalf of plaintiff. Plaintiff knew of the defects in the locomotive but thought it could be safely used. Held: That the verdict was excessive and the giving of exemplary damages the result of passion or prejudice.

4. *Same—Presumption on Appeal.*—Where a verdict for exemplary damages is the result of passion or prejudice, and the actual damages awarded are excessive, it will be presumed that the same motives influenced the entire verdict, and though the exemplary damages are remitted the judgment is reversed. [Gulf, C. & S. F. Ry. Co. vs. Gordon; February, 1888, S. C. of Texas, 7 S. W. Rep., 695.]

A LOAN of 14 million dollars has been secured in London for the Red River Valley railroad.

MINING MATTERS.

The week in mining circles has been signalized by the establishment at St. Louis of one of the largest mining concerns this country has ever produced. The organization is of such mammoth proportions that it will certainly fix forever beyond all dispute St. Louis' claim to be the leading mining market of the United States. If the mine proves to be even a fraction of what it has been represented to be, this city will have two Granite Mountain's at last—that is, the largest silver mine and the largest gold mine in America. The syndicate interested in the project includes such well-known railroad men as S. W. Forlyce, R. C. Kerens, H. G. Allis, E. P. Cowen, General John Boyle of this city, E. K. Sibley of New York and S. E. Looney of Memphis. These gentlemen have more than ample means at their command and, indeed, would have to have, since the project is one which mounts well into the millions. The price paid for the mine is 1 million dollars cash and 3 million dollars in stock, and the capitalization will be for 50 million dollars. There will be a St. Louis office and a New York office. St. Louis is to be congratulated on the fact that the control remains here. The property thus acquired consists of two full claims, registered and passed to patent, known as the Crocker Creek mine of Baker county, Oregon. There is a 70-foot vein of gold ore averaging \$30 a ton, included in which is a rich 4-foot streak running as high as \$180 per ton. The ore in sight is estimated at 21 million dollars, but the mine has been so little developed that this conveys no adequate idea of the worth of the property, and is useful merely as an indication of the possibilities. Calculations of the value of the ore body made in a rough way and covering only such portion of the mine as extends above a single level already run, give an aggregate of over 100 million dollars, while the extent of the mine below this level is simply beyond present measurement. Rather than appear visionary the gentlemen controlling the purchase have refrained from going beyond a bare statement of the actual certainties. St. Louis has much to expect of this gigantic enterprise.

The Frisco received a serious set back last week when news was received from the superintendent that the vein in the 200-foot level had pinched from four feet to four inches and that the ore had lowered in grade from 450 ounces to 24 ounces. This was a terrible dampener for the enthusiastic people who are in the mine, and stock dropped from \$2.15 to \$1.60. In line with the previous conduct of the company the bad news was given prompt publicity, and, odd to relate, was incredulously received. The experience was a novel one for the average broker who could scarcely bring himself to believe that the company was acting honestly in the matter. Some traders suspected a trick to beat them out of their stocks, and others hinted at a bear combination; but the truth gradually forced itself upon the public, who were, however, loath to accept it. It then developed that the vein had pinched once before but had widened again. The large stockholders profess to be quite well pleased with the second level, since ore is sure to be struck again at the winze. Attention is now centred upon the 400-foot level which looks promising. Favorable news from this part of the mine has sustained the stock all week, in spite of a daily fluctuation of 40 to 50 cents. The bottom reached was \$1.45, the top \$2, and the close for the week was midway between. If the ore is struck on the 400-foot level, the mine, so the officers declare, will be a great property.

West Granite has been stationary at 60 cents all week. The time for sending stock for transfer expired

on Wednesday, and as only 50,000 shares were sent out to the main office the control will still be in the hands of Pardee *et cie* for another year. This is a bit of unpardonable stupidity on the part of the St. Louis holders.

Small Hopes gave the public a detailed statement of the condition of the mine from which it appears that about \$60,000 of ore yet remains to be taken out. Prospecting is proceeding right along.

In other stocks there was some little activity, but prices remain practically as they were before. Golden Era firmed up to \$1 on the election of Louis Pusz as director. Reha was worth 25 cents on the prospective early resumption of work. Black Oak slowed down to 70 cents, and Pat Murphy on promises of early shipments advanced to 90 cents but fell back to 80 cents. Cariboo maintained itself at 50 cents, and Pedro lost 5 cents, selling down to 45 cents. Marietta, Central, Silver, Juniper and Silver Age were all given tone by strikes or heavy buying on the part of friends. The Granite and Bi-Metallic elections resulted in the selection of the old trustees. The mill contracts were also let. Hundreds of new mines are being placed here each month. The Rosale of Mexico, the Black Girl of Ouray, Colo., are highly spoken of.

MIXING is the leading industry of Colorado. It possesses such inherent merit, as a business, that it grows and thrives despite the fact that the majority of citizens do not and cannot recommend it as a safe and profitable occupation. It produces \$80,000 of imperishable wealth each twenty-four hours, and yet no bank in the state will loan money on either mine, mining stocks, mining buildings, mining machinery or patented mining claims. Miners are large depositors of cash in all the banks but they possess no realty belonging to a mine that is accepted as collateral for bank accommodations.

PROFESSOR DAVID T. DAY, geologist in charge of the division of mining statistic and technology of the United States geological survey, has issued a preliminary statement of the production and consumption of copper and of the production of lead and tin in the United States for the year 1887. The consumption of the copper and brass rolling mills and wire-drawers was, in 1885, 51,110,522 pounds; in 1886, 63,922,217 pounds; and in 1887, 72,521,287 pounds. The brass foundries used, in 1886, 8,146,866 pounds, which rose to 9,822,731 pounds in 1887—an increase of 20.5 per cent in one year. Adding the two series of figures a total consumption is reached of 82,344,018 pounds in 1887, as against 72,068,083 pounds used in 1886 by the same establishments—an increase of 14 per cent. Professor Day reaches the conclusion, therefore, that the copper consumption of the United States has been generally overestimated, and that in 1887 it was not much, if any, in excess of 100 million pounds of new copper.

NEW YORK has been very generally regarded as the heaviest investor in mining properties, and many have supposed that the bulk of dividends paid found their way into the coffers of New York investors. But such is not the case. The total dividends declared for the four months of 1888 ending April 30 were \$6,519,828, and were distributed as follows: San Francisco, \$1,753,750; Boston, \$1,700,000; St. Louis, \$1,138,000; New York, \$938,728, and miscellaneous, \$1,089,350. In this exhibit New York ranks last in the list, while San Francisco is held quite level by Boston with St. Louis less than half a million behind second place. The latter city has only been known as a mining investor for a short time, and the figures show very conclusively that her investments have been more judicious than any of the older investing

cities. With far less capital embarked in mining enterprises, she is in receipt of proportionately greater dividends than either San Francisco, Boston or New York. In the month of April Boston received dividends amounting to \$650,000; San Francisco, \$288,750; St. Louis, \$226,500; New York, \$124,575, and miscellaneous towns and cities, \$289,000. In that month St. Louis received over \$100,000 more than New York city. Recent investments made by St. Louis people in the mines of Colorado and elsewhere will, before the close of the present year, bring her closer to the leaders in the amount of dividends received.—*Mining Industry, Denver.*

INDUSTRIAL.

CITIZENS of Louisville have subscribed \$200,000 to establish a cotton mill, which will be set running immediately.

THE Aransas Pass Improvement company has filed its charter, with a capital of 20 million dollars. The object is to secure deep water and a ship harbor at Aransas Pass, Texas.

THE exports of domestic mineral oils from the United States last April were to the cash value of \$3,132,872 or \$68,231 less than April, 1887. For ten months the exports amounted to \$37,821,308 or \$609,201 ahead of the previous ten months.

A PHOTOGRAPHER at Pesth has succeeded in taking photographs of projectiles fired from a Werendner gun while having a velocity of 1,300 feet per second. The projectiles appeared on the impressions enveloped in a layer of air hyperbolic in form.

CHRISTIAN PEPPER, president of the St. Louis railway company (Broadway line), and John Scullin, president of the Union Depot road, have electric cars in course of construction at the east, and will experiment with the same.

ACCORDING to experiments mentioned in Indian engineering, the tensile strength of a wet rope is only one-third that of the same rope when dry; and a rope saturated with grease or soap is weaker still, as the lubricant permits the fibers to slip with greater facility. Hemp rope contracts strongly on being wet, and a dry rope 25 feet long will shorten to 24 feet on being wet.

SOME coke operators have consolidated and formed a company with a capital of \$1,200,000 which will control 1,550 ovens, the second largest in the Connellsville region. Frick & Co. own 2,765 ovens, the Schoonmaker Co. 1,097, and the Connellsville Coke and Iron Co. have 1,000. There are 12,468 ovens in the Connellsville district.

A CORRESPONDENT of the *Mark Lane Express* writes: "Wheat and other grain is now regularly carried by passenger steamers from New York both to Liverpool and London at 'nominal' freights, or in other words, for nothing. Advocates of free imports of foreign corn must admit that such a state of things was never foreseen or contemplated by Cobden when maintaining that free trade in corn would not injure British and Irish farmers."

ONE of the biggest irrigation schemes in this country is that conceived by the Taos Valley company. The irrigating canal of this company will run parallel with the Denver & Rio Grande railroad for a distance of 120 miles; beginning at a point forty miles north of New Mexico, its main line drawing its supply from the Rio Grande river. This ditch will

cover a section of country 120 miles long, of an average width of 18 miles. It will irrigate about 1,300,000. This large tract is all government land. The soil is wonderfully fertile.—*Denver Mining Review*.

The displacement of iron nails by steel nails has progressed very rapidly. In 1884 the production of steel nails in the United States (including 500 kegs of iron and steel) was only 393,482 kegs or 5 per cent of the total production of nails. In 1885 the production of steel and combined iron and steel nails was 1,823,127 kegs, or 27 per cent of the total production. In 1886 the production of steel nails alone was 2,968,089 kegs, or 36 per cent of the total production; and in 1887 the quantity of steel nails produced exceeded that of iron nails, the output being respectively 3,489,292 kegs and 3,419,578 kegs. In 1886 the production of wire nails was about 600,000 kegs, made by twenty-seven wire nail works; in 1887 the production is estimated at 1,250,000 kegs made by forty-seven works.—*Age of Steel*.

The recently invented process, says *Iron*, by which wood is made to take on some of the special characteristics of metal has been turned to practical account in Germany. By this process the surface becomes so hard and smooth as to be susceptible of a high polish, and may be treated with a burnisher of either glass or porcelain; the appearance of the wood being then in every respect that of polished metal, having in fact the semblance of a polished mirror, but with this peculiar and advantageous difference, namely, that unlike metal, it is unaffected by moisture. To reach this result the wood is steeped in a bath of caustic alkali for two or three days together, according to its degree of permeability, at a temperature of between 164 and 197 degrees Fahrenheit. It is then placed in a second bath of hydrosulphate of calcium, to which a concentrated solution of sulphur is added after some twenty-four or thirty-six hours. The third bath is one of acetate of lead at a temperature of from 95 to 120 degrees Fahrenheit, and in this latter the wood is allowed to remain from thirty to fifty hours. After being subjected to a thorough drying it is in a condition for being polished with lead, tin or zinc, as may be desired, finishing the process with a burnisher when the wood apparently becomes a piece of shining, polished metal.

RAILWAY NEWS.

An elevated railroad is to be built between St. Paul and Minneapolis at a cost of \$300,000 per mile.

It is said a syndicate is preparing a plan of reorganization of the Houston, East and West Texas railroad, and looking to the change of gauge from narrow to standard.

As there seems to be little doubt that the Canadian Pacific has bought control of the "Soo" line, it will hereafter be a dangerous competitor out of Minneapolis to the sea board.

The Atlantic and Pacific has ordered equipment to the value of about \$1,400,000 since January 1. The terms of payment are 20 per cent cash, the balance in semi-annual payments of \$350,000.

The Wabash Western for the first week of May increased \$3,000, Wisconsin Central \$6,565, St. Louis, Arkansas and Texas \$4,735, Hocking Valley \$19,883, and Western New York and Pennsylvania \$3,300; Pittsburg and Western decreasing \$1,821, and Detroit and Lansing \$2,851.

The construction of the Mexican National railway is being pushed at the rate of from two to three miles of track per day, and an iron bridge is being built across the Rio Grande at Laredo. It is promised that before September 20 the first through train from Laredo to Mexico will have arrived at the latter city.

The announcement is made at San Francisco that the Southern Pacific company has purchased and will immediately complete

the Pomona and Elsinore railroad, which connects the Southern Pacific system with the latter point. The company will soon have a through line to San Diego, as it is understood the purchase will soon be made of the San Diego and Elsinore road, which, when completed, will give the Southern Pacific a direct route from their main line to San Diego.

The Canadian Pacific, which already has a line from Toronto to St. Thomas, has decided to extend this line to Detroit for the purpose of connecting with the Wabash there. The route has already been quietly surveyed and staked out, but the track will not be laid until the reorganization of the Wabash becomes an assured fact. The proposed extension will lie between the routes of the Canada Southern and the Great Western lines.

The Jeffersonville, Madison and Indianapolis, which runs passenger trains backwards some distance to reach the station in Jeffersonville, Ind., has fitted some passenger cars with air whistles, so that the rear brakeman, who has to act as pilot on a train running in that way, can sound an alarm to persons walking on the track as well as at street crossings when necessary.—*Railroad Gazette*.

The new color which will be painted upon Reading railroad passenger cars has been decided upon. It is a light tann, considerably lighter in tint than cars of the New Jersey Central. Along the top will be a border of light orange, forming a pleasing contrast with the color of the body of the cars. The first cars of this color are now being painted at Wilmington, and will be delivered next week.

A SAN FRANCISCO dispatch says: Articles of association, incorporation and consolidation of over a dozen railroad lines in different parts of California were filed on Monday. They are all the roads which have heretofore been leased by the Southern Pacific company, or been operated by the same company under traffic arrangements. The consolidation is under the name of the Southern Pacific Railroad company, capital stock \$12,000,000, each share representing \$1,000. The stockholders in each corporation included in the consolidation are to have issued to them the same number of shares of stocks of the amalgamated association as they hold of the capital stock of the respective corporations in which they are interested.

The Boston Transcript says that arrangements are progressing for building the Tucson, Globe and Northern railroad. The company succeeds the old Arizona Narrow-gauge Railroad company, and will construct a standard-gauge line from Tucson to Globe, 110 miles, with a twenty-mile branch into the Deer Creek coal fields. The bonds are limited to \$20,000 per mile (\$2,000,000), and stock will be issued at the same rate. The bonds are 7 per cent first mortgage gold, and are secured by mortgage to the American Loan and Trust company of Boston, which mortgage includes a sinking fund provision. The building of the 130 miles is under contract, and will be pushed to completion as rapidly as possible. The company has a contract with the Southern Pacific for a draw-back on all freight interchanged.

The earnings of 100 roads for the month of April aggregate \$23,556,242 against \$22,814,006, an increase of \$742,236, and this comparison is made with one of the best months of last year. The *Financial Chronicle* says of the April earnings: Prevailing conditions were by no means favorable to increased earnings. It is known of course that general business was less active than a year ago, and some branches of trade have been greatly depressed. Besides the general effect exerted by these circumstances, the roads running into the mineral regions of the northwest have suffered from the diminished demand for iron ore, arising out of the depression in the iron trade. At the same time the month contained one more Sunday, and therefore one working day less than a year ago. This of course made a considerable difference with a good many roads. But the fact of most importance is that we are comparing with very heavy totals last year. It will be remembered that after the large gains in March of that year it was expected that with the going into effect of the interstate law in April a chance would occur, but the actual result was a gain second only to that for March. Hence the present increase comes on top of that for the same month last year, which therefore makes it all the more remarkable. The earnings of 100 roads for the four months ended April 30 aggregated \$96,624,743, against \$89,762,622 in 1887, an increase of \$2,862,261, or over 3 per cent.

The four trains on the Atchison, Topeka and Santa Fe's new Chicago line are said to be the finest and most luxurious yet seen in the west, embodying many improvements on the famous original vestibule train. Each train consists of one baggage car, a mail car, a second-class coach, two first-class coaches, composite or

parlor smoking coach, one dining car and two sleeping coaches, or nine vestibule coaches on each train. The cars were built by the Pullman Palace Car company, and are lit with the electric light and heated with steam from the engine. The sleeping cars, 60 feet long, are furnished in Louis XV design, with mahogany and English antique oak. They are elaborately upholstered in peacock blue silk glaze plush. The composite or parlor smoking car is in two apartments, the reading section containing a library, writing desk, etc., and it is finished in silk glaze plush and gold brown, with easy lounging chairs, sofas, ottomans, etc., as well as with movable wicker settees. The woodwork is of English antique oak in Moorish design and elaborately carved. The dining cars are finished in French antique oak, elaborately carved, and in addition to the other conveniences, contain inclosed sections for private parties, very elaborate buffet and a wine room. No wood is exposed in the kitchen. The first-class coaches are finished in mahogany, with high-back sofa seats, upholstered in maroon and old gold mohair plush. Each coach has gentlemen's toilet, and ladies' toilet and dressing rooms. The second-class coach is finished in native ash with Moorish designed ceilings, rattan sofa seats, and closed and toilet rooms. The trucks have 42-inch steel bar wheels. The entire length of each train will be about 600 feet, the longest vestibule train ever seen in this or any other country. The electric lighting system comprises a small Brotherhood engine and dynamo, placed in the baggage car, occupying a space of about 3 by 5 feet, and from which the wires are led through the train, thus charging the storage batteries that are carried under the cars. By this arrangement each car is electrically independent of the others, and should a car be detached for any purpose it still contains a self-sustaining supply of electricity. Each car has its own system of switches, so that the light can be turned on or off at will. The interior trimmings are silver-plated, and the exterior, including the brake wheel and staff, are of bronze, and are also very striking in appearance.

FINANCIAL.

ST. LOUIS CLEARING-HOUSE EXCHANGES.

The following is a comparison of the exchanges of the St. Louis clearing-house banks for the week ended last Saturday, for the corresponding week of last year and for the preceding week:

	Exchanges.	Balances.
Last week	\$16,163,165	\$2,112,133
Corresponding week in 1887	17,612,228	3,851,220
Preceding week	17,889,705	2,945,416

NEW YORK BANK STATEMENT.

The following is a comparison of the averages of the New York banks for the last two weeks:

	May 12.	May 19.	Differences.
Loans	\$394,271,000	\$361,767,400	Dec. \$32,603,600
Specie	84,188,100	80,400,100	Inc. 5,392,000
Legal tenders	35,046,500	36,070,300	Inc. 1,023,800
Net deposits other than			
United States	388,151,700	391,420,200	Inc. 3,268,500
Circulation	7,800,000	7,888,400	Inc. 88,400

The following shows the relation between the reserve and the liabilities:

	May 12.	May 19.	Differences.
Specie	\$84,188,100	\$80,400,100	
Legal tenders	35,046,500	36,070,300	
Total reserve	\$119,234,600	\$116,500,400	Inc. \$6,325,800
Reserve required against			
deposits	97,037,925	97,855,050	Inc. 817,125
Above legal requirements	22,196,675	27,705,350	Inc. 5,508,675

DOMESTIC EXCHANGE.

New York, Philadelphia and Boston	90c	From
Chicago	25c	From
Cincinnati	Par	
New Orleans	Par	
Louisville	Par	

FOREIGN EXCHANGE.

Sterling, three days' sight	488 $\frac{1}{2}$	489
Sterling, sixty-day bills	487 $\frac{1}{2}$	487
Paris demand checks	510 $\frac{1}{2}$	510
Paris sixty-day checks	511 $\frac{1}{2}$	511
Germany, three days' sight for 4 reichmarks	94	94
Germany, sixty-day bills for 4 reichmarks	93 $\frac{1}{2}$	93 $\frac{1}{2}$

UNITED STATES BONDS.

United States 4 $\frac{1}{2}$ %, 1891, registered	106 $\frac{1}{2}$	107
United States 4 $\frac{1}{2}$ %, 1891, coupon	107	108
United States 4 $\frac{1}{2}$ %, 1897, registered	127	127
United States 4 $\frac{1}{2}$ %, 1897, coupon	127	127
United States Currency	120	120

ST. LOUIS CITY AND COUNTY BONDS.

Reported by A. G. Edwards & Son, Investment Bankers and Financial Agents, St. Louis, Mo.

	Due.	Interest.	Bid.	Asked.
City 3.65%, Gold, 20s.	1907	Jan. and July.	\$2 $\frac{1}{2}$	94
City 4s, Sterling, 20s.	1905	Jan. and Dec.	101	103
City 4s, Sterling, 10-20s.	1905	Feb. and Aug. 2.	100	102
City 5s, Sterling, 10-20s.	1900	June and Dec.	102	104
City 5s, Sterling	1900	Jan. and July.	103	107 $\frac{1}{2}$
City 6s, Water	1880	June, Dec. 25th.	103	104
City 6s	1892	April and Oct.	107	109
City 6s, Bridge Approach	1892	June, Dec. 10th.	106	107
City 6s, Gold, Sterling	1883-4	Various.	106	107
City 6s, Gold, Sterling	1898	May and Nov.	114	116 $\frac{1}{2}$
County 6s, Park	1905	April and Oct.	118	120

* Interest to buyer.

THERE are 67 million dollars more gold in the country to-day than a year ago.

A COMPANY with a capital of 2 million dollars has been chartered to develop 20,000 acres of oil land near Lander City, Wy. T.

THE amount of money of all kinds in circulation on May 1 was \$1,372,030,650 as against \$1,368,770,124 on April 1, an increase of \$3,260,526.

C. J. KERSLAKE & Co. of Chicago who failed in the Harper whet corner last spring owing 2 million dollars are now offering 20 cents in cash.

THE Standard Oil company is reported to have been buying Texas Pacific stock for some time past, and is credited with controlling some 60,000 shares.

THE London Economist says: The new issues of securities in London for the week ending May 4 were £5,364,492, of which £1,134,672 were American railroad bonds. The total issues of capital for 1888 to May 4 were £73,403,509 against £35,576,000 in 1887.

LEADING members of both branches of congress unite in saying that there is a clear majority in both senate and house in favor of increased coinage in silver. It seems to be altogether unlikely, however, that there will be any discussion on the subject because of the time to be taken up with the tariff and appropriation bills.

NATURAL or coal mine gas is at present being utilized for fuel purposes in England. All the gas heretofore known as fire damp is brought under the steam boilers at several coal mines. The machinery used and the process by which the gas can be used are the inventions of Arthur Shipley, a civil engineer. The Tyno colliery in England saves \$15,000 a year in labor alone by the use of this fuel. This fuel can be used in all parts of the mine to generate steam, and will reduce the cost of labor in coal mines to a wonderful extent. Shipley is in Pittsburg conferring with Westinghouse relative to his patent.

OPERATORS in New York stocks appear to be unable to make up their minds whether the decline in the market is to be considered in the nature of a reaction from the recent advance in prices, or whether it is the commencement of a new bear movement. The purchases of bonds by the government do not appear to accomplish the desired end, as the receipts of the treasury continue to be in excess of disbursements. Much dissatisfaction is felt at the dilatory action—or rather want of action—by congress upon the proposed reduction of the tariff, and although

money is easy, there is a disinclination on the part of business men to assume commercial and financial responsibilities under the uncertainty which exists regarding the tariff and the efforts to prevent an unnecessary accumulation of idle money in the vaults of the government.

THE Philadelphia *North American* says: As we draw nearer the time of the adjournment of congress without any deleterious measures being passed, public confidence must revive. The cutting down of the tariff will have been so long thought of and talked of and its results so much acted on by business men, that the final passage of a compromise measure is not likely to have much effect on the stock list. There was the same horror in view at the time of the resumption of specie payments and the refunding of the United States bonds as there is to-day on the tariff question. Nothing that the country has ever had notice of and time to prepare for has turned out to be a calamity; nor will it in this case. Panics are unexpected, the mere hint of a change with time allowed to get ready for it cannot result in panic.

A Cable Road With No Grip.

A cable road now being constructed in Newark, N. J., is attracting much attention from railroad engineers and owners of street car lines in various parts of the country. The plan is novel, chiefly in having no grips on the cars and no stationary pulleys in the conduit. There are other striking features, however, and as a road of this kind has never been built before, except upon an experimental scale, railroad men are deeply interested in the trial. The section of the road upon which the plant has been laid is about 8,000 feet long, with several hills and hollows. The conduit, which lies midway between the rails, is constructed of rolled iron in lengths of 30 feet, and its inside dimensions are only 6 inches in width and 7 inches in height.

The conduit is furnished with two small tracks upon which two-wheeled trucks run and carry the cable. These trucks are formed of hollow cast-iron boxes containing oil, through which the axles run in vulcanite bushings. At intervals of 5 feet throughout the length of the cable hollow buttons of malleable iron are firmly pressed upon the wire rope in halves and riveted together. The hollow spaces in the buttons are filled with type metal, which takes the form of the strands and secures the buttons so that, it is declared, the cable will break before one of them can be detached. The buttons go upon the cable in pairs, placed 8 inches apart, and the carrying trucks are loosely hung upon the cable between two buttons. When in position the trucks are 5 feet apart and can move freely around the cable. In going on a level or up hill these trucks are supposed to run almost noiselessly upon the two tracks on the bottom of the conduit. On a down-hill section or in a hollow the tracks are placed on the top of the conduit as well as on the bottom, and the trucks are lifted a quarter of an inch and engage with the upper tracks. On curves cast iron sections of the conduit are provided with tracks which incline in due proportion to the radius.

The cars will be provided with thin sprocket wheels of steel, which will be dropped through the slot and be revolved freely by the buttons on the cable while the car is standing still. When it is desired to start a car the ordinary brake-handle on the front or back platform is turned to the left. This winds up a chain which brings a strap-brake to bear on a flange on the hub of the sprocket-wheel, and brings the wheel gradually to a rest, while one of its teeth engages with a button on the cable and the car

is carried along. To stop a car the driver releases the brake-handle, and in turning it rapidly to the right throws off the sprocket-wheel brake and puts the ordinary brake upon the wheels of the car.

The claim is made that this road will run almost noiselessly and that a cable will last five or six years. Other cable roads must have new cables every year, but by this plan the wear of the stationary pulleys and the tear of the gripping apparatus are escaped.—*American Manufacturer.*

The Combine's Howl.

There are even more interesting facts to be gleaned with reference to the cattle and dressed beef business of St. Louis than have been given. They are unpleasant but they will open the eyes of St. Louisans to what is going on, and will show the necessity for immediate and energetic action to save the market.

A further inspection of the shipments of dressed beef by the St. Louis Dressed Beef Company, which Mr. S. W. Allerton defended along with the Chicago combine, give some interesting results. The figures showing the destination of the 201 cars which were sent out during the past 69 days making a daily average of less than three cars a day.

The statistics show that of the 201 cars the I. & St. L. R. R. carried during March, 10; during April, 8, and during May, 2 cars to Albany, N. Y. Boston received 14 in March, 14 in April and 4 in May; Dover received 5 in March, 4 in April and none so far in May; Hartford received 4 in March, 2 in April and 1 in May; Haverhill, Mass., took 5 in March, 3 in April and 1 in May; Millertown, N. Y., received 3 in March, 3 in April and 1 in May; Newburyport took 4 in March and 2 in May. The great city of New York took 14 in March, 12 in April and only 2 in May up to this time; New Haven got 7 in March, 7 in April and 3 in May; Patchogue, over which Mr. Allerton made so much noise, took only 1 car during the month of March, 2 in April and 2 this month; Pittsfield took 4 in March, 5 in April and 1 in May; Putnam, Conn., had 6 in March, 7 in April and 1 in May; Syracuse took 4 in March, 4 in April and 1 in May; Auburn, N. Y., took 1 during the whole time. The Vandalia, the only other road which carried dressed beef during the time, took to Indianapolis 8 cars in March and 8 in April, while the beef house at Columbus received only one car. This month Indianapolis has taken two, Putnam one and Columbus two.

These figures are given to show the actual business done in dressed beef at the National stock yards. Less than three cars a day means about 100 head of cattle a day slaughtered. On the other hand, the *Drovers' Journal* of May 8 estimates that 125 car loads of dressed meats are shipped every day from the Chicago market. This amounts in cattle to about 6,000 head. This shows that there is something radically wrong with the St. Louis market, and yet with this limited business which is caused by the boycott of the Chicago combine the National stock yards pay a dividend of 6 per cent a year and the owners seem entirely satisfied with it.

A gentleman who is thoroughly conversant with the cattle business and also with the railroad side of it speaking of Mr. Allerton's letter said to-day:

Mr. Allerton pays no rent and yet says he has not made 1 per cent on his investment. If this is the case why has he recently built a lot of refrigerator cars when he could get such cars without such expense? Will Mr. Allerton deny then that the 'Big Four' have made millions of dollars out of the dressed beef business and now practically control the price of cattle?

"There is another thing. Allerton was at one

time a buyer here and is one of the largest stockholders in the National yards, and yet at present and for the past three years he has been buying some days fifty cars of cattle for the East in the Chicago market and none at the National yards. Isn't it a little bit peculiar that a business man should sacrifice his St. Louis holdings and build up the Chicago market? Nels Morris is another large stockholder in the National yards here, and yet he is doing the same thing. If that does not look like a combine with the 'Big Four' I do not know what does.

The venom displayed toward Vest and Plumb is natural. Rates were the same before the interstate commerce law as they now are, but the various railroads paid Allerton some \$100,000 or so in rebates and the statement that the railroads have taken \$2 a head out of the cattle raisers is all bosh. This sum represents about what Allerton and the rest of the gang got in rebates. Let him answer whether he did not get large rebates before the new law and if before it the shipment of live cattle did not constantly decrease and if since the new law the shipment of cattle has not largely increased.

"As long as Chicago stench was manufactured and sold as choice butter by the combine, as long as rebates of enormous size were paid the combine everything was lovely and serene, but just as soon as the law stepped in and said to these men and their confederates that they must sell their stuff by its proper name and that no more rebates can be paid them this great constitutional lawyer says that the cattle men are robbed by congress in passing unconstitutional laws. This howl is all bosh. As long as this gang could run their nefarious trade unmolested they were satisfied, but when congress passes laws for the protection of human health and life then a great howl goes up that congress is crippling the cattle industry and running the country; that Vest and Plumb are fools, and the Chicago combine are the people's benefactors. It is arrogance and impudence, but not even good nonsense. The high price of cattle here should bring the cattle, but the trouble is the buyers are only local men and interior shippers and the market is easily flooded. The Chicago combine controls the price there and force buyers and sellers to follow in their lead. It amounts to a practical boycott of this market."—*St. Louis Post-Dispatch*.

Wants to Suppress the Bucket Shops.

District Attorney Fellows wants the New York legislature to pass an act for the suppression of bucket shops, and he seems to know all about them as the following description of their methods and general conduct, which accompanied his petition, shows: The most common kind of bucket shop is equipped with a telegraph instrument—either a stock ticker or a Morse instrument—from which quotations in stocks or produce are from time to time taken and written on a large black board in presence of the customers of the shop. Wagers are then made on the fluctuations in the quotations as they are recorded on the blackboard, and various devices are resorted to by the proprietors and their customers to make the transaction appear a bona fide contract for the sale and delivery of stocks or produce, whereas, in fact, none of the parties engaged in such transactions have any intention other than to wager on the quotations that may appear from time to time on the board. Tributary to these blackboard shops are what are known as bucket-shop commission houses. These places, which are scattered all over the city, are provided with a stock ticker and connected with the blackboard by a telephone or telegraph instrument. An agent of the main shop re-

ceives the money from the person who desires to bet and sends an order to the main house by the instruments referred to.

Still other kinds of bucket shops, of which there are a few, have no blackboard and make few wagers with persons who come to their offices, but have commission houses send on their wagers by telegraph. While there are comparatively few of this latter class, their operations are even more extensive than all of those who actually make the wager contract referred to with persons in this city. The proprietors of these places are, for the most part, men of doubtful character and solvency, and many of them are put forward by persons of means who desire to reap the illegitimate profits of the business without being known. Of the evils resulting from permitting this species of gambling in this or any other city of the state I cannot write too strongly.

The allurements with which customers are drawn to these places, while false and deceitful, are sufficient to attract the multitude of those who hope to make quick profits on small investments. Shopkeepers with small incomes, young men employed as clerks and salesmen, and women who believe they are engaged in legitimate speculation form a large part of their customers. The number of people in this city who have been ruined by dealing in these places is large and constantly increasing, and the cases are not a few of persons acting in a fiduciary capacity who have squandered trust estates in one or more bucket shops in this city. Indeed, instances are multiplying in this city of persons who have been led by these places into the commission of crime. Nor is there square dealing with their customers, even in the gambler's sense. All kinds of fraudulent tricks and devices are constantly resorted to to prevent even a lucky trader from making a profit from the house, and I am informed that the unvarying experience of all who have dealt in them to any considerable extent is utter financial ruin.

Iron and Steel Statistics.

Mr. Swanik, manager of the American Iron and Steel association has made the annual statistical report for 1887. It shows that the organization is in a most prosperous condition, is composed of 322 companies, firms and individuals, representing every iron-making state in the country. The receipts for 1887 amounted to \$20,547.07, as against \$16,156.73 in 1886. The balance in the treasury at the beginning of the current year was \$4,139.90.

The report summarized is as follows: The year 1887 was the most active in the history of the American iron trade, not excepting the remarkable year of 1886, in the production and consumption of iron and steel in nearly all their leading forms. The production of pig iron was 7,187,206 net tons, an increase of 13 per cent over 1886; 3,288,357 tons of Bessemer steel ingots, an increase of 29 per cent; 2,565,438 tons of rolled iron, except rails, an increase of 13 per cent; 6,908,870 kegs of cut nails (100 pounds), a decrease of 15 per cent, which is accounted for by the growing tendency to substitute wire nails for many purposes. The production of wire nails increased from 600,000 kegs in 1886 to 2,150,000 kegs (of 100 pounds) in 1887.

In the two years from 1885 to 1887 we increased our production of pig iron from 58 per cent, of Bessemer steel ingots 93 per cent, of Bessemer steel rails 119 per cent, of open-hearth steel ingots 141 per cent and of rolled iron 43 per cent. "These figures," in the language of the report, "tell a story of truly wonderful progress, such as has been witnessed in no

other industry in this country and in no other iron-making country."

Of the production of Bessemer pig iron in the United States of which for the first time there are complete statistics, Pennsylvania had 1,842,449 tons; Illinois, 549,111 tons; Ohio, 331,144 tons; Missouri, 122,725 tons; Wisconsin, 109,585 tons, and the remainder was divided between seven other states. Allegheny county produced 560,063 tons of Bessemer pig. Pennsylvania made a little over 53 per cent of the Bessemer steel rails produced in 1887, as against 63 per cent in 1886; Illinois nearly 32 per cent, as against 25 per cent, and other states nearly 15 per cent, as against 12 per cent the preceding year.

Chicago made more tons of Bessemer steel ingots in 1887 than Allegheny county, and many tons of Bessemer steel rails. The figures are: Chicago, ingots, 531,054 gross tons; rails, 439,345 tons. Allegheny county, ingots, 518,694 tons; rails, 287,363 tons. Adding the production of Bessemer ingots and rails at Joliet in 1887 to the figures for Chicago, and adding the production of Johnstown to that of Allegheny county, the totals are: Chicago and Joliet, ingots, 745,271 tons; rails, 642,580 tons. Allegheny county and Johnstown, ingots, 728,797 tons; rails, 414,027 tons. Allegheny county, to which Pittsburgh is the business centre, is, as the statistics show, still "the leading iron and steel-producing county in the United States." In 1887 thirty-one iron rolling mills produced 501,291 tons of iron rails, bar, angle, bolt, rod and hoop iron, and 152,522 tons of sheet and plate (except nail plate); 800 kegs of iron nails—a total of 648,213 tons of rolled iron. Our 20 blast furnaces produced 897,849 tons of pig iron; our 26 steel works made 60,393 tons of crucible steel ingots and 761,038 tons of all other steel, including Bessemer ingots—a total of 821,431 tons of steel.

Gold in Lower California.

Recent explorations in Lower California, if reports from that region are trustworthy, have developed the basis of a great mining excitement. It is stated that Dick Day and W. J. Piffenberg, well-known Colorado miners who have been prospecting in that section for some time, give glowing accounts of the richness of the lodes, placers and gulches. A San Diego paper informs us that Day has been working at a point twenty miles east of San Rafael since January, and pronounces the placers very rich and the quartz ledges simply marvellous. The same authority, quoting an interview with Piffenberg (formerly of Trinidad), says: "It is the richest country I ever saw. About seventy miles from San Quentin there is a mountain of gold," but adds "men must not go into that country with the expectation of seeing huge nuggets come rolling down the hill to them. On the contrary, they must be prepared for hard work." Other prospectors visiting San Diego give highly encouraging reports, but all agree that there is very little water to be found for mining purposes. Notwithstanding the disadvantages of the country hundreds are flocking to the new Eldorado.

Careful examinations of the many accounts published convinces the *Review* that, like similar excitements the world over, they are based upon surface indications and have yet to endure the crucial test of practical development. It will be a great thing for California should the sanguine expectations formed be justified by such test. But when the best that can be said is told it cannot equal the everyday experiences of Aspen, Leadville or the San Juan mines of Colorado. Here we have millions in sight that can be counted on with absolute certainty, because the work

has been done and the treasure blocked out. Without invidious comparison it may be stated as a fact that no district in the world presents a better showing to-day than Aspen on the Roaring Fork of our own country. Furthermore, it is growing better and better each day by constant development in regularly productive properties, and in the constant accession of claims which are passing beyond the prospective stage into positive certainties. Aspen is shipping to market from 1,500 to 2,000 tons of excellent ore weekly, and the time is not far distant when these figures will be noted as the daily tonnage from its numerous mines.

Leadville, too, is making grand progress and evidently determined to maintain her prestige as the greatest producer on earth. The San Juan region, embracing Ouray and Red Mountain districts, is continually increasing its shipments. Search where you will there is as yet no single state or territory which approaches Colorado, except Butte in Montana, and even this takes second place in the contest for supremacy. Colorado is yielding an average of 25 millions annually in gold and silver and their matrices of lead and copper. When Lower California, with all its riches admitted, ranges itself alongside of these splendid results, it will be time enough to predict an eclipse.—*Mining Review, Denver.*

Casting Great Guns.

The big gun recently cast at the works of the Pittsburgh Steel Casting company, at Pittsburgh, has been taken from the annealing furnace and found to be in excellent condition. It was put in the furnace on February 24, and gradually heated up to 1,400 degrees Fahrenheit. Then it was slowly cooled and hardened, again raised to 1,400 degrees, and after being allowed to remain at that temperature for a time, finally withdrawn from the furnace after having remained there two weeks, the heat being kept up by means of natural gas. Superintendent Hainsworth has expressed himself as being perfectly satisfied with the results so far, and expects to have the gun ready to ship by the 20 inst. The final test will take place at Annapolis, and if it proves successful, Mr. Hainsworth is ready to begin the casting of a gun 111 tons, as large as any ever cast. The diameter of the gun's bore is to be increased one-half inch. On trial it will be placed by the side of one of the "built up" guns and fired by alternate shots. If the trial should prove a success, of which the builder, Mr. Hainsworth has no doubt, it will work quite a revolution in the manufacture of great guns. England's largest built-up gun weighs 111 tons and cost \$225,000. It is made of forty-three separate pieces and is 43 feet long, and will throw a projectile thirteen miles, which is five miles further than any American gun. If this gun is a success Mr. Hainsworth will offer to make one of equal size and performance with the great English gun, with a guarantee of better quality, and at a cost of only \$175,000, a saving of \$50,000 over the cost of the English make. Thirty years ago the largest gun made was only ten feet eight inches in length, and weighed only five tons. The discovery of Lieutenant Graydon that dynamite shells can be safely fired from common ordnance, as at present constructed, is another important step in this direction. The havoc-working power of shells so charged and projected is almost irresistible, and is considered quite sufficient to destroy the most powerful iron-clad with a few well-aimed discharges.—*Exchange.*

The sensation of the week in industrial lines was the cut of \$2 per ton for No. 1 and No. 2 X pig iron by the leading furnace company in the Lehigh region.

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JUDGE LOVE'S DECISION.

An Opinion of Considerable Importance Filed in the Case of the C. B. & Q. Against the M. C. R. & N. Railway.

In the case of the Chicago, Burlington and Quincy railway vs. the officers of the Burlington, Cedar Rapids and Northern railway, for an injunction restraining the latter company from refusing to receive Burlington cars and freight, Judge J. M. Love, of the federal court, has filed the following opinion:

Love J.—Whoever in my opinion is a legal proceeding considers a railway company as a corporation for mere pecuniary profit to the owners of the property without taking into account their character as quasi public corporations having public duties to perform. I take a view of the subject altogether narrow and misleading.

It is one of the duties of the government to provide and regulate public roads and high ways. It is a duty of government because roads and high ways are indispensable to society and because individuals are incompetent to establish and control them. No government can rightfully delegate to individuals or corporations the high duties so far as to place them beyond its own power, supervision and control. The collection of the public revenue is a duty of government. It has been sometimes delegated to individuals as farmers of the revenue, but no government could rightfully place the collection of the public revenue beyond its own supervision and control. It would be absurd to treat the collection of the public money by farmers of the revenue as a mere private business. They would on the contrary have, committed to them, a public business—a duty of the government in which the whole people would have a vast interest.

So it is with the railway service. It is a quasi-public business. The building, equipping and management of a railway is not strictly a private enterprise. It would not be authorized by the government solely for private profit. That could not be done within the law of eminent domain. The railway company and all who are engaged in the building, equipping, repairing and keeping open a railroad as a public highway are performing one of the great duties of the government. The government for the time being commits to them for the benefit of the whole people a business—a public duty—in the performance of which the people have an interest which is simply incalculable. It is clearly the duty of the government in all its departments within their respective spheres to enforce, upon all persons engaged in a business which thus concerns the public welfare the strict performance of their duty to the public. The stoppage of the running of a system of railways for weeks and months at a time must inevitably inflict enormous injury upon the great public, for whose convenience and use railways are authorized.

By the non-operation of a railroad travel may be suspended; the merchant and manufacturer ruined for want of transportation; property of incalculable value laid up to perish by the way; whole communities deprived of their supplies of fuel and the other necessities of life—in a word mischiefs and sufferings may be inflicted upon the people which no words are adequate to express. What may arbitrarily, in consideration of their own private wrongs or interests inflict such enormous evils upon the very public by whose license and for whose benefit railways have been authorized and established? Certain classes of men for their own profit engage in a quasi-public service. They exercise themselves to be wronged and they proceed to redress their own private wrongs by inflicting incalculable injuries and sufferings upon whole communities of people.

This they claim a right to do, not only by quitting the service in which they are employed, but by giving to their leaders the power to order of all other men in the same line of employment from the similar service in which they are engaged. They thus claim the power by the arbitrary and unaccountable will of a few leaders to suspend the operation of a whole system of railways covering vast regions of country! In their view apparently no one is concerned in such a transaction but themselves and the railway company! The great public—the millions and tens of millions of people who may be injuriously affected by such irresponsible proceedings are left out of view and wholly ignored. To redress the small wrongs of a few they inflict irreparable injuries upon the many.

It would seem that the government ought in emergency to protect the public against the evils growing out of such a suspension of railroad transportation. But the remedy for the intolerable injuries which threaten the public, as well as the complainant, in that direction, must rest mainly with the legislative department. The power of the courts is extremely limited. The action at law for damages is clearly no remedy at all, and the power of a court of equity is mainly preventive. The power of a court of chancery to enforce the performance of positive duties is circumscribed within very narrow limits. Thus it cannot prevent the employees of a railway company from abandoning its service. However grievous may be the injury inflicted upon the railway company and the public by the sudden suspension of railway service over an entire system of railways, I see no remedy for it in the restraining power of equity. The court cannot prevent the railway employees from leaving their places and it cannot compel them to return to work. But here a line must be drawn which the employee may not pass. If, having left the service of the company, the men attempt in any way by threats, or force, or violence, or intimidation, or unlawful combinations, to interfere with the free will of other men who may be inclined to take their places; or with the property of the company; or with those who are in the

management of its affairs, for the purpose of preventing the company from doing its duty to the public as common carriers, the court may on justly imposed its power of granting injunctions to prevent intolerable mischief. Such injuries would be clearly irreparable. There would be no adequate remedy at law. Actions at law would, in such cases, be simply futile, and even if effectual in particular cases they would be so multitudinous that the remedy would be as bad as the injuries to be remedied.

The employees may quit the service of the company and give place to other men. But it is asserted that must be performed and it must not be obstructed, and so long as the employees remain in the service they are like other men bound by their contracts. They have assumed by contract to assist in the performance of a quasi public service—a service the non-performance of which may be ruinous to the public—and it is a serious question whether or not they may be compelled while remaining in the quasi public service of operating a railway to perform their duty. But since the company have the power of discharge, equity would not interfere by injunction except in a clear case of special necessity. I wish to be understood as giving at present no opinion upon this point.

In the next place what disposition shall be made of the complainant's application for a mandatory injunction against the defendant company and its managing officers requiring them to perform their duty as required by the law of both congress and the state of Iowa? These defendants have appeared by counsel and admitted the truth of the allegations of the bill and they do not deny that they are required by law to receive and move the complainant's cars. They admit that they have refused to perform this duty and they give as a reason for their refusal that if they receive and haul the complainant's cars their firemen and locomotive engineers will abandon their places and leave them without the means of operating their lines.

There can, of course, be no doubt about the law of both the general and state governments requiring the defendant corporation to receive and move the complainant's cars, whether empty or loaded.

The law of Iowa provides that it shall be the duty of any railway corporation to receive and transport the empty or loaded cars furnished by any connecting road to be delivered at any station or stations on the line of its road to be loaded or discharged or reloaded and returned to the road so connecting. McClain's Annotated Statutes, vol. 181, page 367, sec. 10.

The United States interstate commerce act provides that every common carrier shall according to their respective powers afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines and for the receiving, forwarding and delivery of property and passengers to and from their several lines and those connecting therewith and shall not discriminate in their rates and charges between such connecting lines, but shall not be construed as requiring any common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

Now the question is what shall be obeyed; the law of the land or the order of the chiefs of the locomotive engineers? Shall a railway company refuse obedience to the express provisions of the statutory law because some of its employees threaten to quit its service and thus stop the running of its trains? Shall the court presume that they will carry out such threats and deny relief to the complainant upon that presumption? No temporary injunctions to the defendant company or the public whom it serves are in my judgment for one moment to be compared with the fatal consequences which must ensue from a precedent by which it would be established that a railway company may in violation of the law of the land refuse to receive and haul the cars of a connecting line at the command of any irresponsible persons or from its own belief and apprehension that its employees will leave its service and stop the operation of its lines. Such an excuse as this is wholly inadmissible and it must be set aside.

If, in this case the refusal of the defendant corporation to move the cars of the complainant be sustained, it will follow that whenever in the future the locomotive engineers and firemen shall enter upon a struggle with any one road all other corporations having connecting lines will, in violation of law be warned not to interloach cars with the dividing road and consequently may the interests of such shippers? Thus may the transportation of vast regions of country covered by connecting lines be controlled and paralyzed at the arbitrary will and pleasure of the Brotherhood of Locomotive Engineers. Indeed, it seems to-day to be by the grace of the leaders of this association that the various corporations owning the vast network of railways west of Chicago are permitted to operate their lines. The people of this vast region may at any moment be deprived, by the arbitrary fiat of the association, in question, of all railroad facilities. Is this a power fit to be assumed and wielded by any set of irresponsible men under the sun?

There is another matter worthy of consideration by the defendant company. If it refuses to receive and move cars laden with goods or merchandise will the company not be liable for any damages which may accrue to the owners and consignees of such shipments. It is not the right of the citizen and owner of goods shipped to have their property received and transported by the defendant as a common carrier and does not this right belong to the shipper by both the common and statute law? Suppose the goods being paralyzable should go to destruction by the shipper, suppose they be ordered for a special purpose and fail to reach the consignee in time, suppose by reason

of the delay caused by the act of the defendant there should be a heavy decline in the market, would not the defendant company be liable to the owner and consignee in damages?

The injury complained of is clearly irreparable except by the remedy now prayed for by the complainant. It is continuing an injury. It may occur every day and many times a day. This complainant is a common carrier and cannot refuse to receive and carry goods destined to persons living or doing business upon the defendant's line. Yet the defendant must either refuse to receive such goods and abandon all its business connected with the defendant's line or receive them and allow them to accumulate upon its own tracks or in warehouses at the place of connection between the two roads.

The mandatory injunction against the defendant company and its chief officers as prayed for will be granted to continue in force till the next session of the court to be held at Keokuk on the twenty-fourth day of the present month, upon the complainant giving bond in the sum of \$10,000 to be approved by the clerk of the court. The clerk will approve the bond and issue the writ.

No temporary injunction can now be granted against the defendants who have not been served with notice and who have not appeared, but the order is that the application for the same be set down for hearing on the same day (March 24th) at Keokuk at 9 o'clock a. m. and that in the meantime a restraining order, in accordance with the provisions of section 718, revised statutes of the United States, be issued and served upon said defendants with notice of the time and place designated for the hearing. The clerk will issue the same in accordance with the order signed and filed herewith.

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WAR TO THE KNIFE.

The Brotherhoods Conclude to Fight to a Finish.

Federation of the Four Organizations Contemplated.

The "Q" Strikers Refuse to Accept the Company's Proposition.

The Committee Concludes Its Work and Adjourns—Takes With Delegates—What They Think of the Proposed Alliance.

More interest was manifested in the session of the brotherhoods at Todd's opera house yesterday than in the deliberations of the day previous owing to the fact that the speech making was over and that the delegates would settle down to business. The finding of the stenographer on Tuesday, of course, increased the vigilance of the leaders of the assembly and a thorough search of the play house was made early in the morning with half a dozen lanterns, but the investigation failed to produce the obnoxious dealer in abbreviated orthography. Before the hour for convening arrived the delegates and members of the brotherhoods spent the time discussing matters pertaining to the strike among themselves in the hotel corridors and on the street corners, but they were careful not to divulge anything that would indicate what the day's deliberations might bring forth. Nine o'clock was the hour set for convening the morning session but the sun dial indicated that the tenth hour had arrived before Chairman Frank McDonald hammered on the little marble top table with his gavel. The assembly was increased in numbers by the arrival of some twenty-five or thirty delegates from distant lodges who came in during Tuesday night. The morning hours were spent in discussing matters the purport of which was known only to those on the inside.

It was expected that Hoge and Murphy would arrive from St. Louis on one of the morning trains in time to take part in the proceedings, but they failed to materialize. It is known that they left Denver for St. Louis Tuesday morning, but nobody could account for their non-appearance in St. Joseph, and Frank E. Sargent of Terre Haute, grand master of the Fireman's Brotherhood was compelled to leave for Chicago Tuesday night and consequently could not take part in the work.

Nothing had been accomplished when the meeting adjourned at noon, but from the stray remarks that were dropped by some of the members in regard to going home in the evening it was apparent that the afternoon session would conclude the work of the delegates.

Their Labors Ended.

When the convention reassembled in the afternoon, W. M. Ames, chairman of Division No. 11, Brotherhood of Locomotive Engineers, offered the following, which was unanimously adopted:

Resolved, That this meeting heartily endorses the action taken by the C. & N. W. men in refusing to declare the strike off on the conditions offered.

The conditions referred to in the foregoing resolution are said to be the same as those Hoge and Murphy are now asking the members of the brotherhood to accept. The main points involved in them are:

First. That none of the strikers are to be employed by the company.

Second. That the company is to take back such men and women as the management may select.

Third. That the company will give employment to strikers for the next two years in preference to other men, and that letters of recommendation will be given to all men for whom the railroad company cannot find employment.

There are other conditions, of course, in the proposition, but the ones mentioned are the main points at issue. Brotherhood men give as their reason for rejecting the proposition that under it the company could take back one or a dozen men and that would be complying with the letter of the agreement, while the great mass of the strikers would be left out in the cold. If the company could handle one hundred men, that number would probably be accepted, and the other 1,400 engineers and firemen would have to look elsewhere for employment. It was emphatically agreed that the company would have to take back all members of the four organizations or else reject all. That it would be of no benefit to a few of the strikers to go to work and associate with "scabs," who are occupying places that ought to be filled by men who sacrificed their position for a principle. This means that the question to-day remains the same as it was February 21st last. The strikers claim that they will win the fight in the end and that the victory is not far distant. From this time on war to the knife will be waged, so to speak.

After the afternoon's developments it does not appear that the strike was over—negotiations of the day, and that the strikers had only one, namely, to the adjustment of the strike, which will be borne out by the line which will follow.

There has been much talk to the effect that the members of the brotherhoods in the East were in favor of declaring the strike off, in order that the arrangements for the support of the strikers might be discontinued. It is a well known fact that outside of this assessment revenue the brotherhood's treasury is depleted. One of the objects of the meeting was to make the members of the brotherhood, who live at a distance, acquainted with the exact situation, and to ascertain the sentiment in regard to a continuance of the strike. The eastern men pronounced that they would lend their assistance to the cause in every possible way and insisted on continuing the warfare. And now the brotherhood claims to be solid, from a financial standpoint, and that they have sufficient means to maintain the strike until the four organizations can be federated, when they hope to be materially strengthened. The indications now are that the four organizations will be amalgamated in less than four months. In fact the federation plan was endorsed by the convention, and the work of federating the four elements will be commenced at once. Conventions for discussion of the federation question will be held as follows:

Brotherhood of Locomotive Engineers, at Richmond, Va., in September.

The Brotherhood of Firemen at Columbia, O., in October.

Mr. Sargent and all of the leaders are said to be advising the adoption of the federation plan. The first convention held will incorporate in its constitution a federation incorporation which will be adopted by some other third, and when this work is accomplished a Grand Advisory Board will be established, which is to be composed of delegates from the four organizations. This board will be the executive board and its duty will be to handle all difficulties which cannot be settled by the local committees. In extreme cases the action of the four organizations will be decided by the Grand Advisory Board.

They feel that they have accomplished a great work and assert that the object of the meeting was accomplished in the latest session of the term. Appended are some opinions which show a hearty approval of the work.

G. K. Bailey says: "When these four railroad organizations have united and banded together it will be impossible for any railroad organization to contend against them. The rights of labor will then be considered. The federation will be a good thing for the public. The fact that that we do unite seems to me ought to inspire confidence in the railroad men, because strikes will then be a thing of the past. There will be no necessity to engage in a strike, for the railroads could not afford to take the risk."

E. W. Steggy, chairman of the grievance committee of the St. Joseph & Grand Island road, spoke substantially as follows: "Judging from the past in the work accomplished by the two brotherhoods of engineers and firemen, the four organizations taken together will be productive of more good. In unity there is strength. It will render railroad organizations well nigh invulnerable."

F. B. James, an engineer on the M. & A. T., endorsed Mr. Steggy's opinion.

James Gleason, of Chicago, a foreman for the Northwestern, made the following assertion: "A great thing, my hobby for years, and it is sure to be successful."

Peter Duffy, an engineer for the Elkhart & Missouri Valley road, remarked: "This can't but benefit railroad men. A federation of labor is in itself a good thing. I don't see who we can't gain thereby."

W. E. Thompson and Thomas Mack of Denver, Col., both endorsed the views given above.

Mr. Steggy's Views

General Manager W. F. Merrill of the "Q" line in Missouri, in speaking to The Herald reporter last night, expressed himself as follows:

"The C. & N. W. system has its full complement of engineers and firemen and is abundantly able to handle a very heavy business. The loss in revenue is very much more largely due to failure of crops last year than from the effects of the strike, although of course we know the strike was an expensive affair. The crops were almost a total failure along the line of the C. & N. W. in Illinois and west of the Mississippi. The line south of which the crops were very poor ran about half way between the main line of the C. & N. W. and Rock Island in Iowa and in Nebraska and was bounded on the north by the Platte river. Kansas raised almost nothing to ship. While we deprecate the fact that so many men insist upon remaining in idleness, at the same time they will have to be state overpaid in that respect, as they affected the company who were at work on this system ended on the 21st day of last February, when the voluntarily left our service."

"The men who are now employed upon our engines came there to us under the promise that if they proved competent they could stay as long as they chose, provided they did their duty as we required it, and if every general officer on the system should have it, that promise would have to hold good, or the C. & N. W. system forfeit the confidence and respect of every man who believes in the soundness of a contract."

"The reports about our inability to do our business, or about it being dangerous to ride upon our lines, or about insecurity or irregularity in handling our business cannot be proven. We don't say that we don't have accidents, and we don't claim that every train runs exactly on time all the time, but we do claim, and the reports from the daily newspapers will substantiate it, as well as the most searching investigation for the past, that we have no more of such mishaps than other roads of the same mileage doing the same amount of business, nor any more than we always have had in a fair amount of given time."

The Wind Up.

Just before adjournment the following resolution was adopted:

Be it resolved, in the name of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Engineers and Brotherhood of Railroad Firemen, in convention assembled, do hereby tender our appreciation, gratitude and thanks for the courtesies and favors extended to us by the Hon. E. St. John, general manager of the C. & N. W. R. R., Hon. Mr. Jewett of the Pullman Palace Car Co., and the officials of the St. Joseph & Grand Island railroad, the Missouri Pacific, Union Pacific, and the St. Joseph, St. Louis & Santa Fe lines in providing transportation for the delegates to this convention, and for the many acts of kindness extended to the former employees of the "Q" railroad during their recent troubles. Our sincere thanks are also due to the hotels, the press and The St. Joseph Herald in particular.

The members of the brotherhoods left for their homes last night, with a few exceptions. While the men were congregated at the Union depot a Hannibal train pulled in, and the brotherhood men gave the engineer and fireman a warm reception. They hoisted and yelled "ho!" until the train pulled out for the East.

The Chicago delegation returned in the special Pullman sleeper over the Rock Island.

Geography.

—The matter of changing the strike headquarters to St. Joseph, did not come up in the meeting, but the members as individuals, admit that they will be removed to the Missouri river, and that St. Joseph will likely be the place of location.

—Nothing was said about renewing the boycott against the road.

—James W. O'Neil, Arthur was roasted in a manner, the meeting was more talkative question of ending the strike, and the fact that this matter will be brought up at a future meeting.

—While the local reporters and newspaper correspondents from the East were talking with the brotherhood officials at the noon adjournment yesterday, two of the local lights who have more mouth than judgment, wanted to have them removed from the payment in front of the opera house. They failed to accomplish their object, however, and when the convention assembled in the afternoon, the first business to be transacted was the rebuking of the offensive parties. They will know how to act in the future. Outside of the incident the delegates were all well behaved.

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THE BROTHERHOODS.

The Union Meeting Adopts Strong Resolutions and Finally Adjourns.

The Common Council Grants the Wyatt Park Railway a New Franchise.

The St. Joseph and Rochester Coal Co. Organized - An Alleged Outrage - Attempted to Organize - What is the case? - Yesterday's Weather - The State Convention - Summer Opera - A Lion and Duck, Etc.

THE BROTHERHOODS.
THE UNION MEETING CLOSING—WHAT THE AGENTS SAY OF ITS ACTION.

The grand union meeting of the engineers, firemen, blacksmiths and brickmen was in session at Toole's all of yesterday and at 5:30 was finally adjourned.

The Morning Session.

This was opened at 9:30, Chairman McDonald presiding. Prayer was offered by John Charlton.

A letter was read by Secretary Sullivan from Chairman Howe and Murphy, which stated that owing to pressing business they were compelled to cancel their engagement here and hurry back to Chicago. They expressed deep regret at being unable to attend, and expressed hope that the meeting would result in great good to the orders represented, and in which the men have risked so much.

As per a programme laid out by a committee appointed for the purpose a committee on credentials was appointed, consisting of the following delegates for the four organizations:

Firemen—G. B. Bailey, East St. Louis.
Blacksmiths—L. W. Rodgers, Creston.
Engineers—F. Fardus, Aurora.
Brickmen—Melroy Stenberry.

While this committee was preparing a report a general discussion of affairs was had, which was participated in by delegates from all sections.

The committee on credentials reported something like the following:

Blacksmiths' Mutual Aid Association, 20
Brotherhood of Railroad Firemen, 20
Brotherhood of Firemen, 20
Brotherhood of Engineers, 20

The report was adopted.

Besides the delegates present there were at the session of yesterday not less than 100 members of the four orders, all deeply interested in the progress of the meeting and the earnest discussion which followed the introduction of each and every question.

Following the appointment of the committee on credentials a committee on resolutions was appointed as follows:

J. F. Bryan, Creston, chairman; W. F. Gould, Toledo; G. B. Bailey, St. Louis; L. W. Rodgers, Creston; W. H. Althouse, Omaha; W. H. Young, Dallas, Texas; F. Fardus, Aurora; T. T. Slattery, Butte City, Montana.

After this committee had been appointed, the meeting took up the report of the committee on credentials, which admitted all the delegates from Aurora, but denied certain visitors from that city admission. L. W. Rodgers of Creston had the matter before the meeting in an explanatory speech and the recommendation of the committee was concurred in.

Reading the report of the committee on resolutions, which was to be in fact the basis of action, and to formulate the ideas which the meeting was called to discuss, an endorsement was taken, to wit:

Promptly on motion of the committee on credentials action was taken in a brief speech by Chairman McDonald in a brief speech concluded harmonious action, if possible, and a careful consideration of the report of the committee on resolutions as well as of any subject that might be properly presented.

He then called for the report of the committee on resolutions.

From this report the following is permitted to see the following:

Resolved, That we condemn all dynamic plots and plotters, and demand that any and all persons who may be detected in the act of using dynamic to subvert purposes be properly punished when found guilty.

Resolved, That we ask the public to deal fairly with the members of the Brotherhoods now charged with conspiracy, and ask that full developments be awaited before a final judgment is entered.

Resolved, That we tender our appreciation and gratitude for the courteous treatment extended to us by the C. E. & G. I. railroad, to Mr. James, president of the Pullman Palace Car Co., and to the officials of the C. E. & G. I., the C. E. & G. I. and St. J. & G. I. for providing transport for delegates, and for many acts of kindness extended to the for our employees of the C. E. & G. I. in their recent travels, to the hotels of the city for their careful attention to our wants. Our sincere thanks are due the press and particularly Tom, Ed. Johnson, Galtier.

Resolved, That we favor a grand union of the Brotherhood of Locomotive Engineers, Brotherhood of Firemen, Blacksmiths' Mutual Aid Association and Brotherhood of Brickmen.

Resolved, That all the lodges represented here pledge financial support to the men now engaged in the strike on the Washington.

This report was taken up one section at a time and each proposition thoroughly discussed, and thus the full sense of the meeting was had. As a result the entire report of the committee was adopted by a unanimous vote which would have shaken Rodgers from his hiding place had he not been discovered the previous day.

The following resolution was introduced by M. W. Arner of Division 28, E. of L. E.:

Resolved, That the meeting heartily indorses the action taken by the C. E. & G. I. men in refusing to deliver the strike on the conditions offered.

Without discussion this resolution was adopted, and there was not a vote against it.

T. T. Slattery then in a brief speech, suggested that a collection be taken up to defray the expenses of the meeting, hall rent, etc. To this the delegates responded with a shower of gold and silver which drove the officers off the stage, and which when finally counted, was found to amount to about \$400. The balance left after paying the expenses will be put into the treasury of the striking brickmen and smiths.

The motion of Wm. H. Bailey that the proceedings of this meeting be ordered printed in pamphlet form and a copy forwarded to each subordinate lodge of the four organizations, was adopted.

In the debate on the resolutions L. W. Rodgers of Creston, G. B. Bailey and Wm. H. Jacobs of Omaha, N. Y.; J. M. Watson of Rochester; J. W. Harris, of Wyoming Territory, and Albert Johnson, of Milwaukee, took a strong stand in favor of adopting the committee's report and to them there was an opposition.

On motion of G. B. Bailey a vote of thanks was tendered the chairman and secretaries of the meeting for their faithful work.

The meeting was about to close when some enthusiastic delegates proposed three cheers for Eugene V. Debs, Grand Secretary of the Brotherhood of Firemen. These were given with a will, and then another delegate led in three cheers for Wm. H. Bailey, whose wise counsel had been of so much benefit.

A motion to adjourn, made at 4:30, was

carried by a vote of 100 to 10. W. Rodgers of Creston, a brickman who has made himself an agreeable reputation for his wide knowledge of the labor question and his ability to explain the situation on the Washington. He talked ten minutes and created great enthusiasm.

Delegate McCaffrey of Omaha, a member of the E. of L. F. and E. of L., was called on and in a short, but earnest, speech pleaded for harmony between the Brotherhoods represented at the meeting and the Knights of Labor. At the close of his address three cheers were given for "McCaffrey of Omaha, and the Knights of Labor." These cheers were then given for the non-brotherhood men who went out on the "Q," and the meeting adjourned sine die.

After the meeting a Gazette reporter talked with Wm. G. B. Bailey and E. J. Dempsey who were members of the committee to furnish the press with such news as could be given.

Mr. Bailey in the course of the conversation said: "The action of this meeting will have a great bearing on the consolidation of the four orders, something many of us have been working on since the strike began and we will make it, too. The grand lodge of the four orders at Atlanta in September, the blacksmiths' grand lodge at St. Louis about the same time, the engineers at Richmond, Va., in October and the brickmen at Columbus about the same time. The first of these grand bodies will incorporate in the constitution a clause providing for a grand consolidation to be void in case the next grand body refuses to adopt a like clause. When this union has been formed and it certainly will be a grand advisory board will be formed, to which all troubles affecting the bodies as a whole will be referred for final action."

Mr. Dempsey said: "The report telegraphed from St. Joseph that the delegates to this meeting from other roads than the Washington were in favor of voting as to strike on any terms is a lie manufactured by the last reporters who have attempted to secure something from the inside of this meeting and have failed. Not a man from these roads has even hinted that he considered the time for surrender has arrived. On the contrary every one of them spoke openly in favor of continuing the strike, and not one of them but for his division pledged financial support as long as needed. I tell you this meeting has demonstrated to me that we will win this fight, and that before many days have passed away, and we will get what we asked in the beginning."

Mr. W. E. Galtier one of the secretaries of the meeting and known as one of the most conservative members of the group, said: "We will win this fight and win it soon. The proposition made to us and voted down by the boys allowed the company all the opportunity in the world to strike us. You have already published the portion. I provided that all the strikers be given letters of recommendation by the 'Q' that the 'Q' was hand, such of the men as it saw fit, at once, and take the rest when it needed them. What would we gain by that? Nothing. But I believe that this proposition was made as a bait and that others will follow. All will be voted down until at last the road will walk up and sign our ultimatum. It will have to come to that and had as well come now."

The local strikers were in good spirits last night, and feel that they have a real army of friends who will stand by them to the end.

Much stress is laid on the Federation proposed, and it affords the strongest labor organization in the world will have resulted from the Washington strike.

A rumor was at circulation yesterday to the effect that the meeting just closed would attempt to remove strike headquarters to the Missouri river and is all probability true. This the press committee denies and there is no reason to put any faith in the rumor, so far as the meeting is concerned.

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and shops, 1129 and 1131 North
3rd street. All kinds of work done.
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FOR THE NERVOUS
THE DEBILITATED
THE AGED

It is a powerful
stimulant and
restorative
agent.
It is a
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100 DOZEN

Ladies' Black Ingrain, full regular make, genuine English Hosiery, to be sold immediately at from 33 to 40 per cent, below their actual market value.

Lot 1 contains 50 dozen, sizes 8 to 10, beautiful goods, elegant pattern, usually sold at 33c to 35c, will be closed at 21c per pair.

Lot 2 contains 50 dozen better goods, heavier weight, regular size 45c, will be closed at 33c or 34 pairs for \$1.

Call early and take advantage of these bargains.

We are also showing an unusually large and attractive line of Ladies' and Children's Domestic and Foreign Hosiery in Cotton, Lisle and Silk, in extra good values and low prices.

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H. F. EATON, MANAGER

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FURNITURE

EVER SHOWN IN GALESBURG.

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REASONABLE PRICES.

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OF THE EVENING

WE WANT YOUR TRADE

In everything in our line. Plates, Cups and Saucers, Tumblers, Lamp Chimneys, etc., etc. We will try and make it an inducement, if low prices count for anything. Bargains in Chamber sets.

We invite your inspection of our stock of Baby Carriages. Yours respectfully,



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KIRK'S WHITE SOAP
The Chief
JAS. S. KIRK & CO.
LOOK AT THIS!!
7 1/2 25c

THEY DID IT.
The following is a list of the names of the persons who have been convicted of the crime of murder in the State of Michigan, during the year 1909.

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THURSDAY, MAY 4, 1893.

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